FLEET OPERATORS' REFERENCE ANNUAL

COMMERCIAL CAR JOURNAL

THE MAGAZINE FOR FLEET OPERATORS

APRIL 1943

Will he come back?

Miles high, meeting a stream of bullets, or holding steady through a volcanic eruption of explosive shells, or pulling out of a power dive with a shock that brings mental blackout—our eager young pilots have the physical, mental and spiritual equipment to master every danger. But whether the pilot comes back often depends on his plane, on what the engineers designed into it—on what the manufacturers built into it . . . and finally on the devoted servicing of the ground crew. Therefore, the men and women who are making Sealed Power piston rings, pistons and cylinder sleeves for airplane engines are keenly aware of the need for precision, for toughness and utter reliability in every part. These craftsmen are working hard for volume, but also working carefully for quality.

On the home front

The continuous operation of your cars and trucks, now irreplaceable and yet so vital to our war effort on the home front, depends on proper maintenance and the installation of quality replacement parts. Prolong the life of your fleet and conserve precious gas and oil by installing Sealed Power Rings. They come in packaged sets individually engineered for each popular make of car and truck. *If you are in doubt as to the proper ring set-up for the vehicles in your fleet, our engineers are available to a limited extent to study your case and make specific recommendations.*

AN INDIVIDUALLY ENGINEERED SET FOR EACH POPULAR MAKE OF CAR OR TRUCK

Every gun, tank and ship is half scrap. Send your scrap to war.

SEALED POWER CORPORATION

Muskegon, Michigan • Windsor, Ontario

Piston Pins, Valves, Water Pumps, Bolts, Bushings, Tie Rods, Front End Parts

PISTON RINGS—PISTONS—CYLINDER SLEEVES

COMMERCIAL CAR JOURNAL

with which is combined Operation & Maintenance
Reg. U. S. Pat. Off.
Acceptance under the Act of June 5, 1934, authorized December 18, 1934.
Published monthly
Member C.C.A.

Vol. LXV Philadelphia, April, 1943 No. 2

EDITORIAL CONTENTS

FEATURE ARTICLES

Detailed Index to Reference Data in This Issue	37
Cross Index (Where to Find It)	140
Free Publications	60
New Products	61
Washington Runaround	102
CCJ Newscast	202
CCJ Quiz	136
ODT News	150
ODT Joint Information Offices	168
OPA News	192
WPB News	186

Automotive Division
Jos. S. HILDRETH, President and Manager
JULIAN CHASE, Vice-Pres. G. C. BUZBY, Vice-Pres.

OFFICES

Philadelphia—Chestnut & 56th Sts., Phone Sherwood 1424. New York—100 E. 42nd Street, Phone Murray Hill 5-8600. Chicago—Room 916, London Guarantee & Accident Bldg., Phone Franklin 4243. Detroit—1015 Stephenson Bldg., Phone Madison 2090. Cleveland—609 Guardian Bldg., Phone Cherry 4188. San Francisco—605 Market St., Room 705, Phone DOuglas 0967. Los Angeles—6000 Miramonte Blvd., Phone Lafayette 5525. Washington, D. C.—Room 1061 National Press Bldg., Phone District 6877.

SUBSCRIPTION RATES: United States and United States Possessions and all Latin-American countries—$2.00 per year. Canada and Foreign—$4.00 per year. Single copies—25 cents. April issue, $1.00.

Owned and Published by
CHILTON COMPANY
(Incorporated)

Executive Offices
Chestnut and 56th Streets, Philadelphia, Pa., U. S. A.

THE CREAM OF TRUCK SERVICE

Keeps America's Trucks at Work

ESSENTIAL TRANSPORTATION WORKER
OFFICIALLY APPROVED
ODT
OFFICE OF DEFENSE TRANSPORTATION
KEEP 'EM ROLLING

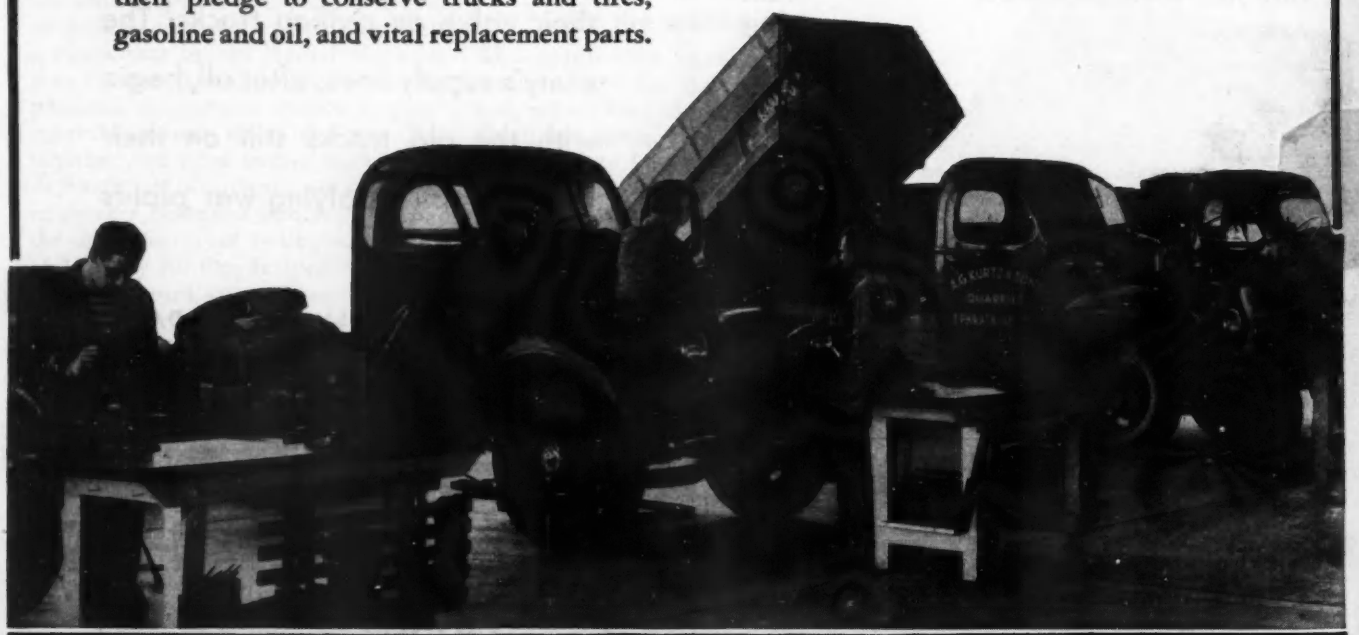
TRUCK
INTERNATIONAL
SERVICE

"MASTER SERGEANTS" on the automotive front—the motor truck servicemen of America. They are the ODT'S indispensable soldiers in the fight to keep trucks operating at capacity and with minimum overhaul and repair. They are doing a great job of helping owners and users get *extra miles* from every surviving truck.

At International branches and at dealers' service shops from coast to coast, you'll find these *essential* servicemen on the job. They wear the ODT badge as visible evidence of their pledge to conserve trucks and tires, gasoline and oil, and vital replacement parts. They are skilled workmen, they are specialists in every phase of truck service.

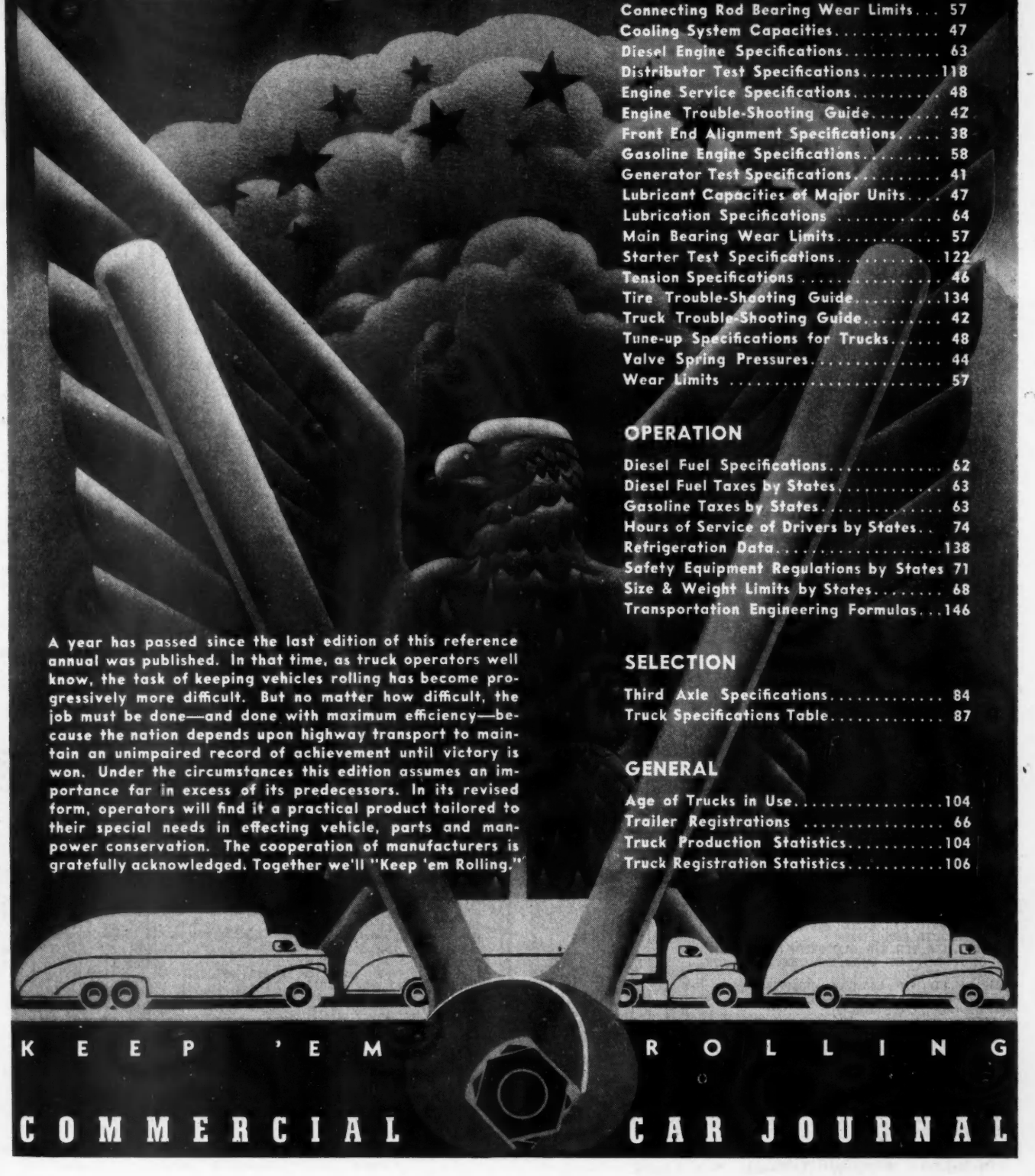
They are swamped with work. If service work takes longer now, it is because there are fewer men to handle the increased load. But of this you can be sure—the trucks will keep rolling. International's servicemen on the home front, with the red, white, and blue "Essential Transportation Worker" button on their coverall lapels, will do their part!

INTERNATIONAL HARVESTER COMPANY
180 North Michigan Avenue Chicago, Illinois



INTERNATIONAL TRUCKS

1943 FLEET OPERATORS' REFERENCE ANNUAL



A year has passed since the last edition of this reference annual was published. In that time, as truck operators well know, the task of keeping vehicles rolling has become progressively more difficult. But no matter how difficult, the job must be done—and done with maximum efficiency—because the nation depends upon highway transport to maintain an unimpaired record of achievement until victory is won. Under the circumstances this edition assumes an importance far in excess of its predecessors. In its revised form, operators will find it a practical product tailored to their special needs in effecting vehicle, parts and manpower conservation. The cooperation of manufacturers is gratefully acknowledged. Together we'll "Keep 'em Rolling."

INDEX TO REFERENCE DATA

(Cross Index—"Where to Find it" p. 140)

MAINTENANCE

Axle Wear Limits 57
Battery Data by Truck Models 67
Bearing Wear Limits and Clearances 57
Brake Trouble-Shooting Guide 43
Brake Wear Limits 57
Charging Controls Test Specifications .. 114
Clutch Specifications 74
Component Parts Specifications 75
Connecting Rod Bearing Wear Limits ... 57
Cooling System Capacities 47
Diesel Engine Specifications 63
Distributor Test Specifications 118
Engine Service Specifications 48
Engine Trouble-Shooting Guide 42
Front End Alignment Specifications 38
Gasoline Engine Specifications 58
Generator Test Specifications 41
Lubricant Capacities of Major Units 47
Lubrication Specifications 64
Main Bearing Wear Limits 57
Starter Test Specifications 122
Tension Specifications 46
Tire Trouble-Shooting Guide 134
Truck Trouble-Shooting Guide 42
Tune-up Specifications for Trucks 48
Valve Spring Pressures 44
Wear Limits 57

OPERATION

Diesel Fuel Specifications 62
Diesel Fuel Taxes by States 63
Gasoline Taxes by States 63
Hours of Service of Drivers by States .. 74
Refrigeration Data 138
Safety Equipment Regulations by States 71
Size & Weight Limits by States 68
Transportation Engineering Formulas ... 146

SELECTION

Third Axle Specifications 84
Truck Specifications Table 87

GENERAL

Age of Trucks in Use 104
Trailer Registrations 66
Truck Production Statistics 104
Truck Registration Statistics 106

K E E P ' E M R O L L I N G

C O M M E R C I A L C A R J O U R N A L

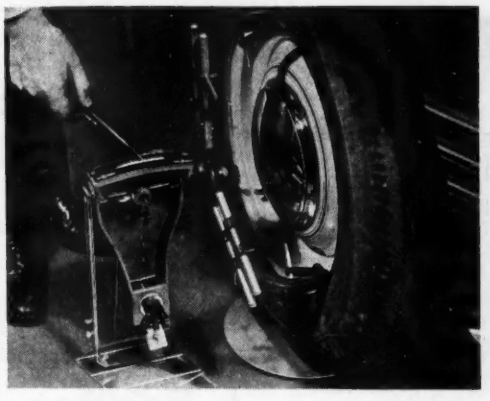
Correct front-end alignment at all times results in safety and economy of operation. During war time such factors as conservation of vital materials and the necessity of keeping essential transportation rolling provide additional important reasons why alignment should be checked and adjusted periodically to the engineered standards.

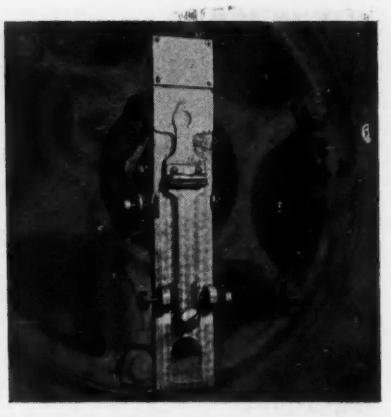
The data provided in these tables are supplied by the respective truck manufacturers. Adjustments made to these specifications will assure maximum performance and conservation of vital parts of the steering control. Tire mileage also will show great improvement.

FRONT END

TRUCK MAKES AND MODELS	TOE-IN (In inches unless otherwise shown)	CAMBER (In degrees	CASTER (In degrees)	KING PIN SLANT (In degrees)
AUTOCAR				
RG, RH, RHT, 6RH, UT, UNF, UTT, UNFT (1935-36)	0–¼	1	2½	8
D, 9T, 6D, UDT, 6UDF, RHD (1935-36)	0–¼	1	1¾	8
DF, DFT, 6DF, DH, S (1935-36)	0–¼	1	1	8
N (1935-36)	0–¼	1	½	8
NT, DP (1935-36)	0–¼	1	1¼	8
NF, 6N (1935-36)	0–¼	1	¼	8
NFT (1935-36)	0–¼	1	¾	8
T, 6T, UDFT, UNT, 6NF (1935); 6NF (1936)	0–¼	1	1½	8
TT, UDP (1935); T, 6T, UDFT, UNT, TT, UDF (1936)	0–¼	1	2	8
UDF (1935-36)	0–¼	1	1¾–2¼	8
UN (1935-36)	0–¼	1	3¼	8
UNFT, 6UN (1935-36)	0–¼	1	2¾	8
6UT (1935-36)	0–¼	1	¼N	8
C (1935-36)	0–¼	1	0	8
UD, 6UD, US, UNF (1936)	0–¼	1	2¼	8
TF, 6TF (1936)	0–¼	1	½N	8
TFT (1936)	0–¼	1	¾–1N	8
6X2RL (1937)	0–¼	1	2½	8
RM, RL, RLD (1937); A, 6X2RL (1938)	0–¼	1	2¼–2½	8
D, 2TR, 3TR, 4TR, 6X2DF (1937); D, 3TR (1938)	0–¼	1	2 –2¼	8
RMT, 1TR (1937); 1UTR, 2UTR, 3UTR (1937-38); 4TR, RLD, 6X4DF (1938)	0–¼	1	2	8
DF, DP (1937-38)	0–¼	1	1¾–2	8
UD (1937); RMT, 1TR, UD, 6X2UD (1938)	0–¼	1	1½–2	8
5TR (1937)	0–¼	1	1¼–2	8
6X2UD (1937); 4UTR (1937-38); DH (1938)	0–¼	1	1½–1¾	8
N (1937-38)	0–¼	1	1¼–1¾	8
DH (1937); NF, 5UTR (1937-38)	0–¼	1	1¼–1½	8
T (1937)	0–¼	1	½–1	8
6X2T (1937-38); 6X4TO (1938)	0–¼	1	¾	8
6X2NF (1937)	0–¼	1	½– ¾	8
CP (1937)	0–¼	1	¼	8
S, 6X2UT (1937)	0–¼	1	0 – ¼	8
6X2UNF (1937)	0–¼	1	N¼– ¼	8
UNF, UDP, US (1937); C, 6X4TC (1938)	0–¼	1	0	8
UN, UT (1937-38); UNF, UDP, 6X2UN, 6X2UNF, 6X2UT (1938)	0–¼	1	N¼–0	8
UDF, 6X2UN (1937); UDF, US, 6X4TD, 6X4UTO, 6X4UTD (1938)	0–½	1	N¼	8
B, RM, RL, 2TR (1938)	0–¼	1	2 –2½	8
5TR, 6X2DF (1938)	0–¼	1	1¾–2¼	8
UA (1938)	0–¼	1	1½–2½	8
UB (1938)	0–¼	1	1¼–2¼	8
T, 6X2NF (1938)	0–¼	1	¾–1¼	8
A, B, RL, RB (1939); C10, C20, C30, C40 (1940-43)	0–¼	1	¼–1¾	8
RLS, DF, 6X4DF, URB, URL, URLS (1939)	0–¼	1	N¼–1¼	8
N, NF, T, 4TR, 5TR, 6X2NF, 6X2T, UA, UB, 1UTR, 2UTR, 3UTR, 6X2UD (1939)	0–¼	1	N½–1	8
D, RFT, 1TR, 2TR, 3TR, RLD, 6X2DF (1939); C10T, C20T, C30T, C40D, C4064, C60, C7062, C7064, C70, U4062 (1940-43)	0–¼	1	0 –1½	8
DP, DH, UD (1939); U60, C70D, U7064 (1940-43)	0–¼	1	N¾–¾P	8
S, C (1939); C80D, C90D (1940-43)	0–¼	1	N1½–0	8
6X2RL (1939); C4062 (1940-43)	0–¼	1	½–2	8
6X4TO (1939)	0–¼	1	N1–1½P	8
6X4TC (1939); C6-84, C9064, DU100T (1940-43)	0–¼	1	N1–1½P	8
6X4TD, UDF, UN, UNF, 6X2UN, 6X2UNF (1939); U60D, U8062 (1940-43)	0–¼	1	N1¼–¼N	8
UT, 4UTR, 5UTR, 6X2UT (1939); U90, U9062 (1940-43)	0–¼	1	N1 –0	8
UDP, 6X4UTO (1939); U60D, U8064 (1940-43)	0–¼	1	N1½–½N	8
US, 6X4UTD (1939); U70, U80, U80D, U8062, U90D, U9064 (1940-43)	0–¼	1	N1¼–¼N	8
4X4N, 4X4S (1939)	0–⅛T	1	5 –7	8
U10, U20 (1940-43)	0–¼	1	N½–1½P	8
AUTOCAR—Cont.				
U10T, U20T, U30T, U40T, U40D, U7062, C80, C8062, C90, C9062 (1940-43)	0–¼	1	N½–1P	8
U30, U40 (1940-43)	0–¼	1	N¼–1¼P	8
C60T, C70T, C80T, C90T (1940-43)	0–¼	1	1 –2	8
C7044, C8044, C9044, DC10044 (1940-43)	⅛T	0	3 –6	0
DC100D, DC10064, DC10062, DU10062, DU10064 (1940-42)	0–¼	1	Z½–N1½	8
C40T, C50D, C50T (1940-42)	0–¼	1	0–1½	8
C40T (1943)	0–¼	1	1–2	8
U90T (1943)	0–¼	1	0–1	8
DC100T (1940-43)	0–¼	1	½–1½	8
C50, U50 (1940-42)	0–¼	1	N¼–1¼P	8
C8044 (1940-42)	⅛T	0	2½–6	0
DC100D, DC10062, DC10064 (1943)	0–¼	1	N2½–1N	8
U60T, U70T, DC100T (1941-43)	0–¼	1	½–1½	8
U80T (1941-43)	0–¼	1	0 –1	8
BANTAM 60	⅛–⅛	½	11	1½
65	⅛–⅛	1¼	15	1½
BROCKWAY				
80, 90 (1932-33)	⅛–⅛	2	1 –2	9
120, 140 (1930-33); 100, 150 (1933); 90X, 96, 110, 125X, 130, 145, 150X4, 150X5 (1935)	⅛–⅛	1	1 –2	7
141, 170, 195, 220 (1930-33); 160, 260 (1932-33); 160X, 165X, 190X (1935-41); 162, 166, 170X, 175X, 195X, 220X, 240X, 260X (1935-42)	⅛–⅛	2	1 –2	0
87, V1200 (1935-36); 125X, 130, 145, 150X4, 150X5, 96, 110 (1936-41); 76, 83, 88, 92, 94, 112, 128, 148, 147, 152, 153, 154, 156 (1936-42)	⅛–⅛	1	1 –2	8
CHEVROLET				
½-Ton (1935-42); ¾-Ton (1937-42)	⅛–⅛	½–1½	1½–2¼	7½°
1-Ton (1937-38)	⅛–⅛	½–1½	1¼–2¼	7½°
1-Ton (1939-42); 1½-Ton (1935-42)	⅛–⅛	½–1½	2¼–3¼	7½°
1½-Ton C.O.E. (1940-42)	⅛–⅛	½–1½	2½–3½	8°
CORBITT All 2-wheel drive (1936-38)	⅛–⅛	1	1½–2½	8
All 2-wheel drive (1939-41)	⅛–¼	1	2 –3½	8
All front-wheel drive (1939-41)	⅛–¼	0	5 –7	0
DIAMOND T				
210, 211, 226	⅛	1	1½	9
241, 261	⅛	2	2½	9
311, 326B, 325DR, 351, 376	⅛	2	2½	7½
410A	¼	2	3	7½
425, 510, 525, 603A, 801A, 740, 750	¼	2	3	0
1515, 1201, 1203, 1602A, 1603, 2501	¼	2	4½	0
243, 311C, 312, 351C, 352 (1935	⅛	2	2½	7½
412B, 412DR, 512B, 512DR (1935)	⅛	1	2½	7½
211A, 220, 227 (1935); 212A, 212B, 221, 228 (1936-37)	⅛	1	1½	9
244, 313, 320, 353, 360 (1936-37)	⅛	2	1½	8
412B, 412DR, 512B, 512DR (1936-37)	⅛	1	2½	8
80 (1936-37)	⅛	1	3½	9
80, 301, 304 (1938); 201, 305, 306, 308SC (1939-42)	⅛	1	4½	9
404SC, 509SC, 612SC, 614SC, 404, 405, 406, 513, 615 (1938-42)	⅛	1	1½	9
509, 611, 612, 613, 614, 513, 401, 402, 507, 607, 609, 508, 610, 404C, 509C, 513C, 612C, 614C (1938-42)	⅛	1	1½	8½
412DR, 512B, 512DR, 805H, 805W, 805B, 806BW, 805DR, 805DRW, 806H, 806W, 807W, 808W, 900W (1938-40)	⅛	1	2½	8
802, 803, 804, 803C, 804C, 615C, 803C, 804C (1938-42)	⅛	1	1½	8
201C, 305C, 306C (1940-42)	⅛	1	1	9

N—Negative P—Positive T—Toe-out °—± 1 degree





ALIGNMENT SPECIFICATIONS

TRUCK MAKES AND MODELS	TOE-IN (In inches unless otherwise shown)	CAMBER (In degrees	CASTER (In degrees)	KING PIN SLANT (In degrees)
DODGE				
KC, KCL (1935)	1/16	1	2	
KH31A, KH32A, KH33A, K32A, K33A, K34A (1935)	1/32–1/16	2	1½	
LE-30, LE-31, LE-32, FD3-29, FD3-36, FD3-62, LF-35, LF-36, LF-37, FD4-29, FD4-36, FD4-62, LF-38, LF-39, FDD4-62, FDD4-85 (1936)	1/32–3/32	2	1½	7
K45A, K46A, K47A, K48A (1935)	1/32–3/32	2	1¾	7
LH-45, LH-46, LH-47, LH-48, FD6-36, FD6-51, FD6-12, FD6-60 (1936)	1/32–3/32	2	1¾	7
K52 Special (1935)	5/16	2	3½	9
K60A, K61A, K62A (1935); LM-70, LM-71, LK-60, LK-61, LK-62, LK-63 (1936); ML, MK (1937)	1/16–1/8	1	2	8
RL, RK (1938); TL, TK, TLD, TKD (1939)	1/16–1/8	1	2	8
VL, VK, VLD, VKD, WL, WK, WLD, WKD (1940-42)	1/16–1/8	1	2	8
LC, FD1-16	1/8	1	2	9
MC, FE1-16, PT-50, MD, FE2 (1937); RC, RD (1938); TC, TD-15, TD-20, TD-21 (1939); VC, VD, WC, WD	1/8	1½	2	4
ME, FE3, MF, FE4 (1937); RE, RF (1938); TE, TF, TG, TH (1939); VF (1940); WF (1942)	1/16–1/8	2	1½	7
MG, MH, FE6 (1937); RG, RH (1938); VM, VG, VH (1940); WFM, WG, WH, WGM, WHM (1942)	1/16–1/8	2	2	7
MO, MP (1937); RO, RP (1939)	1/16–1/8	1	2½	8
FEDERAL				
X, X8 (1930-36)	1/4	1	2¾	0
(1933)	1/4	2	3½	0
A7, A8, 30, 36, 37, 40 (1931-35)	1/4	2	3	7½
15A, 15B, 15X, 20A, 20B, 20C, 21, 22 (1933-34)	1/4	1	1¾	7½
25A, 25B (1933-34)	1/4	2	1¾	7½
C7, C7W, C8, C8W (1934-36)	1/4	1	2½	8
15D, 18D, 20D, 25D (1935)	1/4	1	1¾	7½
T10B, T10W (1937)	3/8	1	3	9½
X8, X8R (1937)	1/8	1	2¾	0
10E, 9, 9E, 11, 11E, 15D, 18D, 20D, 25D, 28D, 29D, 40E, 50E, 50H, C7, C8, C7W, C8W (1936-38)	1/8	1	3	8
11, 11K, 12, 12K, 14, 14K, 15, 15K, 18, 18K, 20, 20K 25, 25K, 29, 29K, 35, 40F, 45, 50F, 55, 62, 63, 65, 66, 75, 75K, 80, 80K, 85, 85K, 89, 89K, 90, 92, 94	1/8	1	3	8
7, 8	1/8	1	3½	8
FORD				
A Commercial Car (1928-31)	1/8	2–1¼	6½–3½	7
AA Truck (1928-31)	1/8	2–1¼	5 –3	7
B (4 and 8 cyl.) Commercial Car (1932)	1/8	2–1¼	9 –4½	7
BB (4abd and 8 cyl.) Truck (1932-34)	1/8	2–1¼	5 –3	7
46 Commercial (1933-34); 50 Commercial (1935)	1/8	2–1¼	9 –4½	8¼
51 Truck (1935-36)	0	¾–1¼	5 –3	8¼
67 Commercial Car (1936)	1/8	¾–1¼	9 –4½	8¼
73, 77 Commercial Car (1937)	1/8	1–1¼	9 –4½	8¼–8
75, 79 Truck (1937)	0	¾–1¼	5 –3	8½–8
81T, 817T (1938); 91T, 99T, 917T, 997T (1939) Trucks	0	¾	5	8¼
81Y, 82Y (1938); 91Y, 92Y (1939) 1-Ton	1/10	¾	8	8
81C, 82C (1938); 91C, 922C (1939) Commercial	1/8	1	8	8
911W, 991W, 91W, 99W, 917W (1939) (C.O.E.)	0	¾	1 –3½	8¼
O18T, O98T, O1T, O9T (1940 Reg.)	1/8	¾	3	8¼
O1W, O9W, O11W, O91W (1940 C.O.E.)	1/8	¾	1 –3½	8¼
P2D, O1D, O2Y, O1Y (1940 ¾-and 1-Ton)	1/8	¾	3	8
O22C, O1C (1940 Comm.)	1/8	¾	8	8
118T, 119T, 11T, 19T (1941 Reg.)	1/8	¾	3	8¼
11W, 19W, 111W, 191W (1941-42) (C.O.E.)	1/8	¾	4½	8¼
110, 11Y, 1NY (1941-42 ¾-and 1-Ton)	1/8	1	3	8
11C, 1NC (1941-42 Comm.)	1/8	1	8	8
FWD				
HS, HA, HR, HG, MJ6, M6, M7, M10, MJ6X6, M6X6, T-26, T-30, T-32, T-60, T-65	1/16	1½	2	4½
CU, CUA, SU, SUA, YU	1/8	1½	2	0
GENERAL MOTORS				
T14 (1936-37)	1/16–1/8	1½	1¾	7¼
T16 (1936-37); T16H (1936)	1/4–1/8	1½	1½	7¼
T18, T18H, T46, T61, T61H (1936-37)	1/16–1/4	1	1½	8
T23, T23H, T33, T33H (1936-37-38)	1/16–1/4	1	1½	8
F16, F16H, T16H, F23, F23H (1937-38)	1/16–1/4	1	1½	8
F18, F18H, F33, F33H, F46, F61, F61H (1937)	1/16–1/4	1	1½	8
T14, T145, T15, T155 (1938)	1/4–1/2	1½	2¾	7¼
T16 (1938)	1/16–1/4	1½	2¾	7¼
T18, T18H (1938)	1/16–1/4	1	2	8
F18, F18H (1938)	1/16–1/4	1	1	8
F33, F33H (1938); F46, F61H (1938)	1/16–1/4	1	1½	8
T46, T61, T61H (1938)	1/16–1/4	1	1½	8
AC-500, AC-550, AC-600, AC-650 (1939-42)	1/16–1/4	1	1½	8
AF-500, AF-550 (1939-42); AF-600, AF-650 (1939-41)	1/16–1/4	1	1½	8
AC-700, AC-800, AC-850 (1939-42)	1/16–1/4	1	¾	8
AF-700, AF-800, AF-850 (1939-42)	1/16–1/4	1	¾	8
AC-100, AC-150 (1940)	1/4–1/2	1½	2¾	7¼
AC-250, AF-240 (1940)	1/4–1/2	1½	2½	7¼
AC-300 (1940)	1/16–1/4	1½	2¾	7¼
AC-350 (1940)	1/16–1/4	1	¾	8
AF-300, AF-310, AF-350, AF-400, AC-400 (1940)	1/16–1/4	1	1	8
AC-450, AF-450 (1940)	1/16–1/4	1	1½	8
AF-240 (1941-42)	1/4–1/2	1½	1¼	7¼
CC-100 (1941-42)	1/4–1/2	1½	3	7¼
CC-150, CC-250 (1941-42)	1/4–1/2	1½	2¾	7¼
CC-260, CC-300 (1941-42)	1/16–1/4	1½	3	7¼
CC-350, CC-400 (1941-42)	1/16–1/4	1	1½	8
CF-300, CF-350, CF-400 (1941-42)	1/16–1/4	1	1	8
CC-450, CF-450 (1941-42)	1/16–1/4	1	½	8
AC-520, AC-620, AF-520, AY-700, AY-800, AY-850 (1942)	1/16–1/4	1	½	8
AC-720, AC-750, AC-770 (1942)	1/16–1/4	1¼	¾	8
AF-600, AF-620, AF-650 (1942)	1/16–1/4	1¼	½	8
ACX-870, ACX-890, AF-720, AF-750 (1942)	1/16–1/4	1	¾	8
GRAMM				
71, 76, 86, 96, D71, D76, D86, D96 (1940-41)	1/8	1	2	8
15, 25, 30, 40, 45 DJX40, 21, 31 (1936-41)	1/8	1	1¾	9
50, 55, 70, 75, 85, DJX55, DJX70, DJX75, DJX85 (1936-39); 56, D56 (1940-41)	1/16	1	2	8
11 (1940-41)	1/16	1½	2	7
41, 46, D46 (1940-41)	1/8	1	1¾	8
HUG				
23, 42, 23W, 42W CB8P	1/4–3/8	2	1	7½
43, 70, 85W, 87, 87W, 98, 99, 99S, 15W, 19W, 83W	1/16–1/8	2	1	0
15, 19, CB6P, All wheel drives	1/16–1/8	2	1	8½
INDIANA				
47DR, 43DR, 19DR, 17DR, 17ADR, 17, 17A	0–1/8	2	1½	0
95DR, 95, 95W75, 95SBT151, 14B, 16, 85	0–1/8	1	1½	8
17ASW151, 17SW251, 17SBT251	0–1/8	1	1½	0
84, 86, 87	0–1/8	1½	1½	7
INTERNATIONAL				
C1, C5, C15	1/8	2	2	7½
M2, C10, C20, M3	1/8	1	2	8
A1, A2, B2, A4, C50, A5, A6, C55, C60	1/8	1	2½	8
B3, C30, B4	1/8	1	1	8

N— Negative P—Positive T—Toe-out *—± 1 degree

CONTINUED ON NEXT PAGE

FRONT END ALIGNMENT SPECIFICATIONS

(CONTINUED)

TRUCK MAKES AND MODELS	TOE-IN (In inches unless otherwise shown)	CASTER (In degrees)	CAMBER (In degrees)	KING PIN SLANT (In degrees)
INTERNATIONAL—Cont.				
C35, CS35, C40	1/32	1	1¼	8
W1, W2	1/32	1	0	8
A7, A8	1/32	1	½	8
D2, D5, D15, D2M	1/16–1/8	2	1–2	7½
D30, DS30, D30B, DS30B, D15M, D35, DS35, D35B, DS35B, D40, DS40, D40B, D186T, DS186T, D216T, DS216T, D300, DS300	1/8–1/4	1	2–3	8
D50, DR50, DS50, D60, DR60, DR70, D246T, DR246T, DS246T, D246F, DR346T, D346F, DR426F, D500, DR500, DS500, DR700	1/8–1/4	1	½–2	8
AR826F	1/16–1/8	1	0–1	8
K1, K2, K3 (1941–42)	1/16–1/8	2	2–3	7½
K4, KS4, K5, KS5 (1941–42)	1/16–1/8	1	2–3	8
K5-COE, KS5-COE, K6, KS6, K-6-T, KS-6-T, K-6-F, K7, KS7 (1941–42)	1/16–1/8	1	2–3	4
K7-COE, KS-7-COE (1941–42)	1/16–1/8	1	1½–1¾	4
K8, KS-8, KR8, K-8-T, KS-8-T, KR-8-T, K-8-F, K-8-COE, KS-8-COE, KR-8-COE, K-10, KR-10, KS-10, KR-11, KS-11, KR-11-T, K-11-F, KR-11-COE, KS-11-COE, KR-12-F (1941–42)	1/16–1/8	1	1½–1¾	4
KENWORTH				
513, 514, F209 (1936–37)	1/16–1/32	0	5	0
513, 514 (1938); 539, 540, 541, 542 (1938–42); 552 (1941–42)	1/16–1/32	0	4½–7	0
All others (1936–42)	1/16–1/4	1	1	8
LA FRANCE-REPUBLIC				
All models	1/16–3/16	1	1½–2	8
MARMON-HERRINGTON				
All Ford 1½-ton models (1936–41)	0–1/8	0	1½	0
All LD models (1936–41)	1/16–1/8	0	1½	8¼
All other models	0–1/8	0	4	0
OSHKOSH				
JCB, JD, W-100, W-200 (1940–41)	0–1/8	1½	1	8½
WLX, WLD, B3S, B3D, C3S, C3D, R3S, FC35, FB35, FS, FC, FB	0–1/8	1½	3½	0
W-100, W-200 (1942); W-2300, W-300, W-400, W-500, W-600, W-700	0–1/8	1	1	3
W-900, BG3, GD	0–1/8	1½	1½	8
W-800	0–1/8	1½	1	6
REO				
1A4, 1B4, 1B4R, 1B4Y, 1C4, 1D4, 1D4R, 1D4Y, 1D4M, 2B4, 2B4R, 2D4, 2D4R, 2L4, 2L4C, 2LM, 1L5 (1935)	1/16–1/4	1½	¾	8½
2L4H, 21MH, 2H, 2HR, 2J, 2JR, 2K, 2KR, 3H, 3HR, 3J, 3JR, 3K, 3KR, 3M, 3MR, 3L6, 3L8, 3LC6 (1935)	1/16–1/4	1	1½	8½
4H, 4WH, 4J, 4WJ, 4K, 4WK, 4M, 4WM (1935)	1/16–1/4	1	1¼	8½
S4P (1935)	0–1/8	1½	3½	8
6AP (1936)	0–1/8	1½	2½	8
1A4, 1A4H, 1CA, 1C4H, 1B4, 1B4H, 1D4, 1D4H, 2D4, 2B4, 2LC4, 2H5, 2J5 (1936)	1/16–1/4	1½	¾	8½
2D4M, 2DM4H (1936)	1/16–1/4	1	¾	8½
3H5, 3J5, 3K5 (1936)	1/16–1/4	1	1½	8½
3HR5, 3JR5, 3KR5, 4J5, 4K5 (1936)	1/16–1/4	1	1¼	8½
450, 650 (1937)	0–1/8	1½	2	8
475, 675 (1937)	0–1/8	1½	2	7
3P7 (1937)	1/16–1/4	1	½	8½
1A4, 1A4H, 1C4, 1C4H, 1B4, 1B4H, 1D4, 1D4H, 2B4, 2D4, 1L5, 2L4, 2L4H (1937–38)	1/16–1/4	1½	¾	8½
2H5, 2J5 (1937–38)	1/16–1/4	1	¾	8½
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1937–38)	1/16–1/4	1	1½	8½
4H5, 4J5, 4K5, 36H, 2L7M, 2L7MH, 3L6H (1937–38)	1/16–1/4	1	1¼	8½
1B7M, 2B7M (1938)	1/16–1/4	1	1	8½
19, 20, 21, 22, 23 (1940)	0–1/8	½–1	¾–1	8
19, 20, 21, 22, 23, 4D19, 6D19, D20, OSL-41, NWL-41 (1941–42); 23H, 25, 27 (1942)	0–1/8	1	¾–1	8
STERLING All models	1/16–1/8	1	1½–2	8

TRUCK MAKES AND MODELS	TOE-IN (In inches unless otherwise shown)	CAMBER (In degrees)	CASTER (In degrees)	KING PIN SLANT (In degrees)
STEWART 41H, 46H, 47H (1935–36)	1/32–1/16	1	0	9
18XS, 48-8, 58X (1935–36)	1/32–1/16	2	2½N	7½
18XS, 32X, 48-8, 58X (1935–36)	1/32–1/16	2	1½N	7½
27XS, 31X (1935)	1/32–1/16	1	½	8
29XS, 32X (1935)	1/32–1/16	2	1½N	7½
38-8, 38-6 (1935–36)	1/32–1/16	1	1½N	8
40H, 60H (1935–36)	1/32–1/16	1½	1¼	7
46HB, 48HB, 47HB, 49HB (1935–36)	1/32–1/16	2	½N	7½
48H, 50H (1935–36)	1/32–1/16	2	1½N	7½
49H (1935–36)	1/32–1/16	2	0	7½
40HC, 60HC (1937)	0	1½	1¼–1½	7
61H, 47A, D10A, 47A (1937–38)	0	1	1¼–1½	8½
45A (1937–38); 45AL (1938)	0	1	1 –1½	9
49A, 50A, 51A, D30A (1937–38)	0	2	1½–1¾	8½
58A, 59A (1937–38)	0	2	1¾–2	8½
36-8, 31X (1937–38); 38A (1940–42)	0	2	1 –1½	8
47AB, 49AB, 51AB	0	1	1½–2	8½
49A (1940–42)	0	2	1½–1¾	9
58A, 59A (1940–42)	0	2	1¾–2	8
STUDEBAKER				
S20, S30 (Before serials 3401715 and 3425745) S40, S50, S60, S41, S51, S61, S120, S130, S140, S150, S8, S8 (1931–33)	1/16–1/8	0–1	¼–¾	8
S20, S30 (After serials 3401715 and 3425745) S21, S31, S2, S3 (1931–33)	1/16–1/8	0–1	¼–¾	8
1T2, 2T2 (1935–36)	1/16–1/8	1	¼–1	8
1T6, 1W7, 1W8, 2W6, 2W7, 2W8 (1935–38)	1/16–1/8	1	¼–1	8
J5 (1937)	1/16–1/8	1–1½	1 –1½	8½
J15, J15M (1937); K10, K15, K15B (1938–40)	1/16–1/8	1	¼–1	9
J20, J25, J30 (1937); K20, K25, K30 (1938–40)	1/16–1/8	1	¼–1¼	8
J20M, J20MB, J25M, J25MB, J30M (1937)	1/16–1/8	1	¼–1	8
K5 (1938); L5 (1939)	1/16–1/8	¼–¾	0 –1½	5½
K15M, K20M, K20MB, K25M, K25MB, K30M (1938)	1/16–1/8	1	0 –1½	8
Coupe Express (1941–42)	1/16–1/8	1	2	7½
All Other Models (1941–42)	1/16–1/8	1	1¼	8
WALTER				
FN, FM, FKM, FCK, FC, FB, FBR, FXB, FXR	N1/16	1½	5	2
WHITE				
15, 15B	All White Models (Balloon Tires)—1/16–1/8	1½	1½	0
160, 161, 162, 60, 60K, 601, 602		1	3¼	8½
20, 20A, 20D		1½	3	0
210, 211, 212, 611, 612, 612K, 613		1	3½	8½
40, 40A, 40D, 45, 45A, 45D, 52, 52D, 52T, 55, 50B (Elliott Type Axle)		1½	0	0
51AS, 58S, 620K, 621K, 63, 63D, 64, 640, 50B, 51A (Reverse Elliott Type Axle)		1	3½	8½
51, 51A (Elliott Type Axle)		1½	2¾	0
53, 701, 702, 704, 706, 708		1	1½	8½
54, 55, 54A, 59A, 691, 712, 713		1	2¾	8½
56		1½	1½	0
618, 618K, 620, 621, 630K, 631, 631K, 640K, 641K, 642, 643, 58SS		1	3¼	8½
57		1½	2½	0
58, 685, 706M		1	2½	8½
65, 65A		1	1¾	8½
684, 686		1	1	8½
730, 731		1	2½–3½	8½
718, 750, 750T		1	2	8½
703, 704, 705, 704K, 706, 708, 709, 710, 720, 722, 804, 805, 809, 810, 784, 786, 788, 798, 720T		1	3	8½
706M, 7786, 7788, 812, 818, 850		1	3½	8½
700, 800, 800M, 802, 804, 1010, 1012		1	1½	8
820, 822		1	3½	8
White Horse (1940)		1	3¼	9
WA14, WA16, WA18, WA20, WA34		1	2½	8
WA22, WA28, WA114, WA118, WA120, WA122, WA128, WA134, 782		1	2½	8½
White Horse (1941)		1	1	9
WILLYS				
C101, T101, C113, C131, C157, 77 (1929–37)	1/8	2	1 –2	7½
37, 38, 48, 440, 441, 440P, 441P, 442, 442P (1937–42)	1/8	2	3	7½

N—Negative P—Positive T—Toe-out °—= 1 degree

TIRE WEAR CHARACTERISTICS DUE TO MISALIGNMENT

INCORRECT TOE-IN

Tire wears from outside to inside of tread leaving feather edge on inside edges of ribs. It is usually more pronounced on the right wheel than on the left.

INCORRECT TOE-OUT

Tire wears from inside of tread to outside, leaving feather edge on outside edges of ribs. Most wear will appear on inside half of tread. It is usually more pronounced on the left wheel than on the right.

INCORRECT CAMBER

Wear on the outside half of tread with excessive camber, wears inside half of tread when camber is not enough. Does not leave a feather edge. This wear takes the form of deep depressions or waves or "heel and toe."

INCORRECT TRACKING

Wear will resemble toe-in or toe-out wear. A feather edge wear similar to toe-in or toe-out, but less pronounced.

UNBALANCED WHEELS

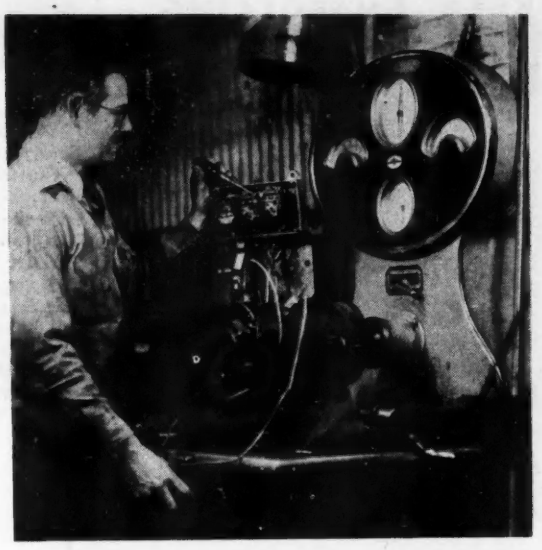
In the case of static unbalance, usually one large spot with one or two small spots on back side. In the case of dynamic unbalance, it is generally spotty wear not limited to one area as in case of static unbalance.

INCORRECT CASTER

Caster in itself does not cause tire wear but may cause an error in camber, toe-in or steering geometry, thus resulting in a wear characteristic of that misalignment.

ELECTRICAL EQUIPMENT

TEST SPECIFICATIONS



A truck's electrical system contains a great quantity and variety of vital war materials: copper, rubber, brass, tungsten, etc. Consequently, accurate adjustments of generators, regulators, distributors and starters not only will maintain efficient performance but prolong the life of these parts and thereby aid the national conservation effort.

Authoritative, up-to-the-minute data on starter no load and lock tests; distributor contact point openings, breaker arm tensions, centrifugal advances, etc.; voltages and amperages of cut-out relays, point openings, current and voltage settings of current and voltage regulators, and the maximum output of generators, hot and cold, will be found in these columns.

P.41 • • GENERATORS • •

P.114 • CHARGING CONTROLS •

P.118 • • DISTRIBUTORS • •

P.122 • • • STARTERS • • •

GENERATORS

GENERATOR ABBREVIATIONS

*—Output at given speed—not necessarily maximum output.
‡—Field current at 32 volts.
§—Maximum R.P.M. for 8 Amps. at 15.0 volts.
°—At 13 Volts.
†—Maximum R.P.M. for 8 amperes at 8 volts.
Cold test given at 70° F. For each 15° above this, subtract one ampere.
•—Field current at 12 volts. ††—Field current at 26 volts.
■—Fixed third brush unit, 8.0 volts. §—Field current at 24 volts.

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
AUTO-LITE							
DG-4021	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4023	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4302	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4310	2.38-2.63	28.6-30.6	8.0	1600	22.0-24.0	8.0	1850
DG-4311	2.38-2.63	22.0-24.0	8.0	1650	18.4-20.4	8.0	1800
DGA-4302	2.56-2.84	29.5-31.5	8.0	2250	23.8-25.8	8.0	2500
DGA-4601	2.56-2.84	29.5-31.5	8.0	2250	23.8-25.8	8.0	2500
GAM-4504	3.89-4.31	15.5-17.5	8.0	2050	12.8-14.8	8.0	2050
GAM-4504B	3.89-4.31	15.5-17.5	8.0	2050	12.8-14.8	8.0	2050
GAR-4315	3.51-3.89	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4515	3.51-3.89	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4522	3.51-3.89	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4525	3.51-3.89	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4543	3.51-3.89	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4545	3.51-3.89	15.0-17.0	8.0	2300	13.0-15.0	8.0	2370
GAR-4607	3.70-4.10	19.0-21.0	8.0	2400	17.0-19.0	8.0	2500
GAR-4608C	3.51-3.89	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4608E	3.51-3.89	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4609B	3.75-4.15	22.4-24.4	8.0	2450	19.0-22.0	8.0	2760
GAR-4614-5	3.51-3.89	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4622	3.70-4.10	19.0-21.0	8.0	2400	17.0-19.0	8.0	2500
GAR-4623	3.75-4.15	22.4-24.4	8.0	2450	19.0-22.0	8.0	2700
GAR-4624	3.51-3.89	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4631	3.51-3.89	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAR-4635	3.51-3.89	20.4-22.4	8.0	2500	16.4-18.4	8.0	2500
GAS-4139A	3.80-4.20	13.3-15.3	8.0	2950	9.5-11.5	8.0	2950
GBB-4304	2.32-3.68°	16.0-18.0	15.0	1350	13.0-15.0	15.0	1500
GBD-4002	2.0 -2.2	20.0-22.0	8.0	1900	16.0-18.0	8.0	2050
GBE-4601	2.75-3.05°	14.0-16.0	15.0	2350	10.0-12.0	15.0	2600
GBG-4601	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4602	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4603	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4604	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4606	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4606A	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBG-4611A	1.38-1.52°	40.0	15.0	1065	40.0	15.0	1120
GBM-4601	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4602	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4604A	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4604B	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4606	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4606-1	3.89-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4606B	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4607A	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4607B	3.80-4.20	17.0-19.0	8.0	2250	14.8-16.8	8.0	2550
GBM-4608A	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4608B	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4608D	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBM-4610A	3.80-4.20	14.0-16.0	8.0	2150	11.5-13.5	8.0	2400
GBM-4612A	3.80-4.20	19.0-21.0	8.0	2100	17.0-19.0	8.0	2500
GBR-4605	4.18-4.62	21.0-23.0	8.0	2650	18.5-20.5	8.0	2850
GBR-4608	4.18-4.62	21.0-23.0	8.0	2650	18.5-20.5	8.0	2850
GBR-4611	4.18-4.62	21.0-23.0	8.0	2650	18.5-20.5	8.0	2850
GBW-4602	1.66-1.84	22.0	8.0	1800	22.0	8.0	2450
GBW-4803D	1.66-1.84	22.0	8.0	1800	22.0	8.0	2450
GBW-4804A	1.66-1.84	22.0	8.0	1800	22.0	8.0	2450
GBX-4601	2.85-3.15	28.8-30.8	8.0	2050	24.9 26.9	8.0	2050
GBX-4601A	2.85-3.15	28.8-30.8	8.0	2050	24.9 26.9	8.0	2050
GBX-4602	2.85-3.15	28.8-30.8	8.0	2050	24.9-26.9	8.0	2050
GBY-4601	2.66-2.94	20.0-22.0	8.0	1300	17.8-19.8	8.0	1350
GBY-4802	2.66-2.94	20.0-22.0	8.0	1300	17.8-19.8	8.0	1350
GCB-4601	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4802	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4804	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4808	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4809A	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4810A	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4814A	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCB-4820	1.50-1.70	25.0	8.0	1030	25.0	8.0	1170
GCD-4801	1.37-1.52°	20.0	15.0	1110	20.0	15.0	1400
GCD-4803A	1.37-1.52°	20.0	15.0	1110	20.0	15.0	1400
GCE-4806	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4807B	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4808	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4809	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4810	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4812	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4814A	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4815A	1.66-1.84	30.0	8.0	1500	30.0	8.0	1700

CONTINUED ON PAGE 111

The data in these pages are compiled for use as a source of reference—helpful, timely answers for fleet mechanics when obstinate problems are encountered.

The information is divided into three major classifications—engines, brakes and tires. Within each classification a number of the most common troubles are listed with their probable causes. Under the heading of Brakes, for example, nine common complaints are listed—low brake pedal, spongy brake pedal, brake noises, erratic brakes, brakes won't hold, brakes drag, wet weather trouble, air brake trouble and vacuum brake trouble. Under the various complaints probable causes are listed. Low brake pedal, for example, shows 13 possible reasons for this trouble and these are divided into three groups—hydraulic, mechanical and all other type brakes—to further assist the maintenance man in locating the cause for the low brake pedal.

Having this data before him, the mechanic can eliminate those tried and shoot for the remaining causes, one of which certainly should correct the trouble.

TRUCK TROUBLE

ENGINES

This tabulation analyzes all the factors in three main engine troubles — knocks, excessive oil consumption, overheating — and also deals with Hard Starting. No remedies of troubles are offered because in principle the remedy is obvious and in practice it is varied owing to circumstances and conditions.

ENGINE KNOCK

A—CONNECTING RODS

A1. Loose connecting rod bearings.
A2. Loose piston pins or worn piston pin bushings.
A3. Connecting rods bent or twisted.

B—PISTONS

B1. Piston slap, worn pistons or cylinders, tight piston pins.
B2. Rattle when piston rings are broken or loose in grooves.
B3. New piston rings in worn cylinder striking shoulder.
B4. Loose piston struts.

C—CYLINDERS

C1. Carbon knock.
C2. Fuel knock or detonation.
C3. Ignition timed too early or sticking automatic spark advance.
C4. Cylinder not at right angle to crankshaft.
C5. Wrong cylinder head gasket.
C6. Loose cylinder block.

D—CRANKSHAFT

D1. Loose main bearings.
D2. End-play in crankshaft.
D3. Loose flywheel, counterweight, vibration dampener or timing gear.
D4. Bent or sprung crankshaft.

E—CAMSHAFT DRIVE

E1. Improperly adjusted timing chain.
E2. Worn timing gears or chain.
E3. Main bearings adjusted so tightly that timing gears engage in too close mesh.
E4. Metal chip wedged between teeth of timing gear.
E5. Timing gear loose on shaft.
E6. Off center gears.

F—VALVE ACTION

F1. Too much clearance between valve and tappet.
F2. Worn valve lifter rollers, pins, or mushrooms.
F3. Worn valve lifter or guide.
F4. Worn valve stem guides.
F5. Worn rocker armshafts or bushings.
F6. Loose rocker armshaft bracket.
F7. Flat spot on rocker arm.
F8. Broken or weak valve springs.
F9. Bent valve.

G—CAMSHAFT GROUP

G1. Worn camshaft bearings.
G2. End-play in camshaft.
G3. Flat spot on the heel of a cam.

H—ENGINE GENERAL

H1. Loose engine support bolts.
H2. Engine support brackets loose in frame.
H3. Worn bushings on accessory shaft.
H4. Too much pressure or air lock on plunger-type oil pumps.
H5. Loose or worn magneto, pump, or generator couplings.
H6. Broken spring in fuel pump.

EXCESSIVE OIL CONSUMPTION

A—OIL PUMPING

A1. Insufficient ring tension.
A2. Insufficient clearance at ring gap.
A3. Rings too loose or too tight in grooves.
A4. Uneven ring pressure against cylinder wall.
A5. Warped or twisted rings.
A6. Too much clearance behind compression ring.
A7. Too little clearance behind oil ring.
A8. Out of round and tapered cylinders.
A9. Cylinders not at right angles to the crankshaft.
A10. Worn pistons and cylinder walls.
A11. Misaligned connecting rods.
A12. Loose and elliptical shaped engine bearings.
A13. Mismatched bearing halves.
A14. Too much clearance between valve stems and guides.
A15. Excessive oil pressure.
A16. Thin or diluted oil.
A17. Defective fuel pump.

B—OIL LEAKS

B1. Oil pan.
B2. Rear main bearing.
B3. Front main bearing.
B4. Oil pump.
B5. Rear camshaft bearing.
B6. Timing case cover.
B7. Valve tappet cover.
B8. Rocker arm cover.
B9. Accessory shaft opening in timing case.

OVERHEATING

A—RADIATOR

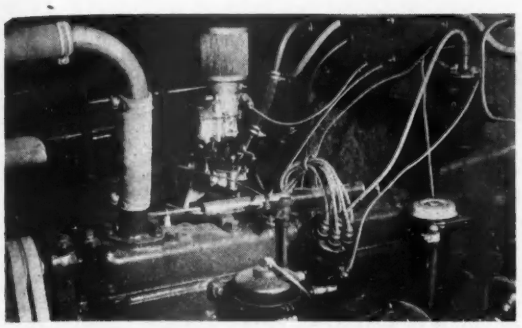
A1. Insufficient supply of water.
A2. Obstructed air flow.
A3. Radiator core covered with heavy paint.
A4. Fins or air passages stopped up with mud or insects.
A5. Tubes or passages pinched, bent or dented.
A6. Shutter not opening fully.
A7. Anti-freeze not removed.
A8. Bent or loose baffle plate.
A9. Leak in overflow pipe.
A10. Pinched overflow pipe.
A11. Inside of tubes or passages clogged with sediment, etc.
A12. Thermostat not functioning properly.
A13. Incorrect radiator core.

B—FAN

B1. Slipping fan belt.
B2. Fan pulley worn too smooth or wide in groove.
B3. Fan bearings tight, dry, or defective.
B4. Fan blades too flat.

C—WATER HOSE

C1. Hose old or thin causing collapse from pump suction.
C2. Rotted internally permitting lining to impede circulation.



SHOOTING GUIDE

D—WATER PUMP

D1. Loose impeller.
D2. Excess wear between impeller and housing.
D3. Worn pump shaft or packing.

E—WATER JACKET

E1. Core not completely removed from casting.
E2. Circulating holes partially stopped up.
E3. Insulated with rust, etc., or stopped up with hose fragments.
E4. Improper cylinder head gasket.

F—ENGINE

F1. Engine tight, new or overhauled.
F2. Oil pump not circulating efficiently.
F3. Oil too thin or diluted, or too heavy.
F4. Improper valve timing.
F5. Valves not properly seated.
F6. Pistons and rings not properly fitted.
F7. Excessive piston ring wall pressure.
F8. Scored cylinder walls.
F9. Insufficient clearance at ring ends.

G—CARBURETOR AND MANIFOLDS

G1. Mixture too rich or too lean.
G2. Air leaks in manifold.
G3. Improper regulation of heat control.

H—IGNITION

H1. Improperly timed ignition or sticking spark advance.

HARD STARTING

A—IGNITION

A1. Low battery.
A2. Improperly spaced or dirty spark plugs.
A3. Improperly spaced or dirty points.
A4. Weak coil.
A5. Weak condenser.
A6. Defective starting motor.
A7. Too heavy oil.
A8. Poor insulation on high tension wires.

B—FUEL SYSTEM

B1. Vapor lock.
B2. Improper carburetor adjustment.
B3. Improper automatic choke adjustment.
B4. Defective fuel pump.

BRAKES

LOW BRAKE PEDAL

A—HYDRAULIC BRAKES

A1. Fluid low in master cylinder.
A2. Air in hydraulic line.
A3. Too much clearance between pedal push rod and master cylinder piston.
A4. Master check valve too weak, thereby failing to keep hydraulic preloaded.
A5. Master cylinder partially or completely closed, restricting the flow of fluid from supply tank to cylinder.
A6. Weak brake hoses expand.
A7. Leak in system.

B—MECHANICAL BRAKES

B1. Worn cables and conduits.
B2. Bent pull rods permit too much play in mechanical linkage.
B3. Cross shaft improperly adjusted.
B4. Cam blocks worn.

C—ALL TYPES

C1. Brake lining worn too thin.
C2. Too great a clearance between lining and drum.
C3. Broken spring bolts or loose clips allowing axle to shift on brake application.

SPONGY BRAKE PEDAL

A—HYDRAULIC BRAKES

A1. Inferior grade of fluid which compresses under brake application.
A2. Air or gas bubbles in line.
A3. Master cylinder primary cup leaking allowing fluid to by-pass into reserve cylinder.
A4. Clogged master cylinder port retarding flow of fluid into cylinder.
A5. Brake hoses weak.

B—MECHANICAL BRAKES

B1. Brake cables stretched or kinked rods straightening under pressure.
B2. Brake cables or conduits loose in supports.
B3. Cross shafts incorrectly set.

C—ALL TYPES

C1. Brake shoes set with too close a clearance at the heel.
C2. Brake drums too thin resulting in excessive expansion when under pressure or heat.
C3. Axles shift due to broken spring center bolts or "U" bolts.
C4. Shoes not centered on drums.

BRAKE NOISES

A—HYDRAULIC BRAKES

A1. Insufficient pressure on brake shoes due to sluggish system or sticking wheel cylinders.

B—ALL TYPES

B1. Brake shoes not centralized within drum—either too great a heel or toe contact resulting in high pressure or plate squeal.
B2. Shoes vibrate due to weak retractor springs or guide springs.
B3. Lining loose on brake shoes.
B4. Loose backing plates.
B5. Loose wheel bearing.
B6. Out-of-round drums, or drums loose on hubs.
B7. Brake shoe vibrates due to too much play in shoe guides.
B8. Lining or road dust in assembly.

ERRATIC BRAKES

A—HYDRAULIC BRAKES

A1. Air or gas in line.
A2. Dirty brake fluid.
A3. Improper operation of master cylinder check valve.

B—MECHANICAL BRAKES

B1. Cable or rod control incorrectly set failing to exert same pressure at all wheels.
B2. Cam levers set wrong.
B3. Linkage loose and greasy.

C—ALL TYPES

C1. Brake shoes not accurately burnished to drum diameter.
C2. Shoes improperly located within the

(TURN TO PAGE 130, PLEASE)

VALVE SPRING

Because valve springs are made of high alloy steels so vital for armament manufacture, their conservation not only is wise but necessary. On the other hand, the re-use of a valve spring that does not comes up to factory specifications may result in burned or sticky valves, poor power, wasted fuel, etc. After every valve job the springs should

MANUFACTURERS' RECOMMENDATIONS

ABBREVIATIONS: I.—Inner O.—Outer Int.—Intake Exh.—

TRUCKS	Year	VALVE SPRINGS			
		Valve Open		Valve Closed	
		Pressure (Ave.) Pounds	Length Inches	Pressure (Ave.) Pounds	Length Inches
AUTOCAR					
All models having the 315, 331, 358, 377, 404, 408, 447, 453 and 501 cu. in. engine		110	2 1/8	76	2 1/2
C-10, C-20, U-10, U-20		58	1.594	43	1.920
DC-10, DC-20 O.		55	1.406	31	1.781
I.		37	1.281	19	1.656
C-9044 O.		84	3 5/8	47	3 7/32
I.		45	2 1/16	27	3 1/4
DC-100-T, DC-100-D, DC-10044, DC-10062, DC-10064		136	2 1/16	87	2 11/16
BROCKWAY					
78	1939-1942	98-104	1 3/4	42.5-47.5	1 13/16
83, 88, 92, 94 1st	1939-1942	105-111	1 27/32	43.6-47.6	2 1/16
2nd	1939-1942	111-118	1.521	53-59	1 7/8
112, 123, 146, 147	1940-1942	111-118	1.521	53-59	1 7/8
152, 153, 154, 162, 166, 166 O.	1940-1942	102-110	1.521	45-51	1 7/8
I.	1940-1942	28-32	1 11/32	11.3-14.3	1 11/32
170, 195, 175, 220, 240, 260 O.	1939-1942	105-115	1 7/8	54.7-58.7	2 1/4
I.	1939-1942	47-53	1 13/16	20.4-24.4	2 7/32
96, 130, 125X, 145, 150X4, 150X5, 160X, 165X O.	Up to 1940	90-98	1 31/32	43.5-49.5	2 1/4
I.	Inclusive	31-35	1 3/4	16.6-19.6	2 3/32
CHEVROLET					
All models	1939-1940	127	1 1/2	52	1 13/16
All models	1941-1942	128	1 1/2	55	1 13/16
CORBITT					
13B, F-12, 18SB2, 18SB4, 18SB6 1st	1939-1940	105-111	1 27/32	43.6-47.6	2 1/16
2nd	1940-1942	111-118	1.521	53-59	1 7/8
17B, 14BT, 17BT, F-14, F-19, 25SB4, 25SB2, 25SB6	1940-1942	111-118	1.521	53-59	1 7/8
21B, 26D, 18BT, F-18, 35SB4, 35SB2 O.		90-98	1 31/32	43.5-49.5	2 1/4
I.		31-35	1 3/4	16.6-19.6	2 3/32
22BT, 27BT, F-23, F-27, F-35, 40SB2, 40SB4, 40SD6 O.	1939-1942	105-115	1 7/8	54.7-58.7	2 1/4
I.	1939-1942	47-53	1 13/16	20.4-24.4	2 7/32
50SD6, 54SD6 O.		84	3 5/8	47	3 7/32
I.		45	2 1/16	27	3 1/4
D18BT		113	2	69	2 11/16
D27B6T		136	2 1/16	87	2 11/16
DIAMOND T					
404, 404SC, 404C, 406, 509, 509SC, 509C, 612, 612SC, 612C, 614, 614SC, 614C		58	1.594	43	1.920
702, 702C, 805, 805C, 806, 806C, 900		102	2 1/32	50	2 11/16
DODGE					
TC, TD, VC, VD	1939-1940	80	1 7/16	36	1 3/4
TE, TF, TG, TH	1939	105	1 13/16	42 1/2	1 3/4
TL, TK, RO, RP, VL, VK, WL, WK	1939-1942	94	2 3/4	57 1/2	3 1/16
VF, VM, VG, VH, VR, VS, WC, WD, WF, WFM, WG, WH, WGM, WHM	1940-1942	111	1 3/8	42 1/2	1 3/4
FEDERAL					
8	1940-1942	37	1 9/32	19	1 11/16
15, 18, 20, 25, 29	1939-1942	52	1 7/16	31	1 13/16
40, 50, 35, 45, 55	1939-1942	60 1/2	2 1/16	47	2 1/16
C7, C8, 63	1939-1942	94	2 1/4	59	2 11/16
62 O.	1939-1942	50	1 11/16	22 1/2	2 1/32
I.	1939-1942	110	1 7/8	56 3/4	2 1/4

	Year	VALVE SPRINGS			
		Valve Open		Valve Closed	
		Pressure (Ave.) Pounds	Length Inches	Pressure (Ave.) Pounds	Length Inches
FORD					
60	1939-1940	48-52	1.788	26-30	2.05
85, 95, 30	1939-1942	76-80	1.827	37-40	2.13
F. W. D.					
HS, T26, HA, T30		101-119	1 3/4	56-66	2 1/16
HG, HR, HM, HH6, CUA, CU, T32		93-109	1 13/16	59-69	2 3/32
SUA, SU, YU, MJ5, MJ6, T40, MJ 6X6		89-99	2 11/32	54-64	2 11/32
M7, T45, T60, T65, M6, M6X6		105-115	3 1/32	65-75	3 11/32
M10 O.		85	3 3/32	43-52	3 5/8
I.		47	2 1/16	24-31	3 5/32
GENERAL MOTORS TRUCK					
AC & CC-100, 150, 250, 300, 350, 400, 450; ACS, CCS & CF-300, 350, 400 & 450; ACT, CCT, ACW, CCW, AFT, CFT, AFW & CFW-350 & 400; AF-310, 360, 410 & 460; ACK, CCK, ACKW & CCKW-350; ACV & CCV-100; AF & APF-240	1939-1942	130	1.495	55.5	1.821
AC, ACR, AF & AFR-520; AC & AF-500, 550, 600 & 650; ACT & AFT-500 & 600; ACW & AFW-600	1939-1942	100	1 11/32	54	1 13/32
AC, ACR, AF & AFR-620; AC, AF & AY-700, 800 & 850; ACT, ACW, AFT & AFW-700; AC, ACR, AF & AFR-720 & 750; ACX-870 & 890; AC-770	1939-1942	108	1 13/32	54	1 13/32
GRAMM					
11A, 21A, 31A, 41A O.		41	1 5/32	17	1 11/32
I.		37	1.281	19	1.656
46A, 56A, 71A, 76A, 86A		58	1.594	43	1.920
96A		102	2 1/32	50	2 11/16
D46A, D56A, D71A O.		55	1.406	31	1.781
I.		37	1.281	19	1.656
GF O.		84	3 5/8	47	3 7/32
I.		45	2 1/16	27	3 1/4
HUG					
19W, 23W, 85W, 83W	1939-1942	110-119	1 3/4	61-66	2 1/16
87W, 42W, 87W6	1939-1942	101-109	1 13/16	64-69	2 3/32
92U, 43W, 44-4, 45-4	1939-1942	94-99	2 1/16	59-64	2 11/32
98, 99, 99S	1939-1942	110-115	3 1/32	70-75	3 11/32
51-6 I.	1942	45	2 1/16	24-31 1/2	3 1/4
O.		84	3 1/32	43-52	3 5/8
INTERNATIONAL HARVESTER					
D2, D15, D30, D300, K1, K2, K3, K4, K5	1937-1942	85	1 13/16	47	2 1/4
D35, D40, D400, K6, K7	1937-1942	80	1.707	55	2
D50, D500, D60, D70, D700, K8, K10, K11 O.	1937-1942	90	1 13/16	40	2 1/32
I.	1937-1942	45	1 1/32	20	1 1/32
A7, A8, AR826F O.	1937-1942	140	2 1/16	61	2 1/2
I.	1937-1942	79	1 13/16	36	2 1/32
KENWORTH					
505, 506, 507, 508, 509, 514, 515, 516, 510, 511, 512, 519, 520, 521, 522, 523, 524, 548, 549, 550, 552		136	2 1/16	87	2 11/16
543, 544, 545, 546		113	2	69	2 11/16
513, 536, 537, 538, 551		58	1.894	43	1.920
553, 554, 555, 556		64	2 1/16	50	2 5/8

PRESSURES

be gaged for resiliency and measured for length to determine their suitability for re-use.

The accompanying table supplies all the necessary check data both in the open and closed positions according to the original engineered standards of efficiency and performance.

BY TRUCK AND ENGINE MAKES

Exhaust *—Up to engine No. 1600 **—After engine No. 1600

	Year	VALVE SPRINGS			
		Valve Open		Valve Closed	
		Pressure (Ave.) Pounds	Length Inches	Pressure (Ave.) Pounds	Length Inches
MARMON-HERRINGTON					
J-5, J-6, JJ-5, JJ-6, LD-5, LLD-5, OT-4, OOT-4	1941-1942	76-80	1.827	37-40	2.13
DSD-100, DSD-200, DSD-300	1941-1942	58	1.594	43	1.920
DSD-400, DSD-500, DSD-550, LSD-550DR, DSD-600, DSD-700, DSD-800	1941-1942	102	2 1/32	50	2 11/64
DSD-900, DSD-1000 O.	1941-1942	84	3 5/16	47	3 11/32
I.	1941-1942	45	2 11/16	27	3 1/4
OSHKOSH					
JCB, JDS, W-100, W-200	1939-1942	58.7	1.594	43	1.920
W-300, W-400, W-500, W-600, W-700, W-800	1939-1942	102	2 1/32	50	2 11/64
BG3, GD O.	1939-1942	84	3 5/16	47	3 11/32
I.	1939-1942	45	2 11/16	27	3 1/4
REO					
1B4, 1B4H, 1D4, 1D4H, 1BM7, 2B4, 2D4, 2L4, 2H, 2J, 2K, 2L, 2B, 2D, 2D4M, 2D4MH, 2BM7, 2L7M, 2L4H, 2L7MH, 2H5, 2J5, 3H, 3J, 3K, 3M, 3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5, 3L6H, 4H, 4J, 4K, 4M	1936-1938	135-145	2 1/16	50-54	2 5/8
19, 20, 21, 22, 23	1940-1941	135-145	2 1/16	50-54	2 5/8
STERLING (See Cummins & Waukesha Listings)					
STUDEBAKER					
J5-K5, J10-K10, J15-K15, M16	1937-1942	125-135	1 3/4	57	2 3/32
J20-K20, J25-K25	1937-1940	75-80	1 13/32	41-45	1 13/16
J30-K30	1937-1940	80-85	2 11/64	45-50	2 3/4
M5-M15	1941-1942	90-94	1 7/16	37-41	1 3/4
WALTER					
FN		64	2 1/16	50	2 5/8
FM, FKM, FCK, FC Exh.		87	2 11/32	52	2 23/32
Int.		84	2 5/16	52	2 23/32
FB, FBR		140	3 1/4	100	3 5/8
FXB, FXR O.		84	3 5/16	47	3 11/32
I.		45	2 11/16	27	3 1/4
ADK O.		48	1.449	27	1.844
I.		30	1.355	17	1.750
ADB, ADV		136	2 5/16	87	2 11/16
WHITE					
706, 708, 710, 718, 750, 810, 818, 822, 850	1939-1940	119-127	2		3 1/16
700, 704, 805, 904, WA-14, WA-18, WA-20, WA-22, WA-26, WA-34, WA-114, WA-118, WA-120, WA-122, WA-126, WA-134, 782	1939-1942	99-107	2 1/32		3 1/32
WILLYS					
38, 48, 440	1938-1940	85.5	1 11/16	46	2 1/4
441, 441P, 442, 442P	1941-1942	116	1 3/4	50	2 3/32

ENGINES

CONTINENTAL						
A6244	1st	1939-1940	105-111	1 31/32	43.6-47.6	2 3/16
A6244	2nd	1940-1942	111-118	1.521	53-59	1 7/8
B6371, B6405 O.		1940-1942	102-110	1.521	45-51	1 7/8
I.		1940-1942	28-32	1 11/64	11.3-14.3	1 11/32
CONTINENTAL—Cont.						
E600, E601, E602, E603 O.			90-98	1 31/32	43.5-49.5	2 1/4
I.			31-35	1 3/4	16.6-19.6	2 3/32
F4124, F4140, F4162		1939-1942	78-86	1 31/32	31-37	1 61/64
F6170, F6199, F6209, F6218		1939-1942	98-104	1 5/8	42.5-47.5	1 31/32
M6271, M6290, M6330		1940-1942	111-118	1.521	53-59	1 7/8
20R, 21R, 22R O.		1939-1942	106-115	1 7/8	54.7-58.7	2 1/4
I.		1939-1942	47-53	1 1/2	20.4-24.4	2 3/32
CUMMINS						
A			113	2	69	2 13/32
H			136	2 3/16	87	2 11/16
K, KO, L, VL			238	2 1/8	110	3 5/16
HERCULES (Series)						
BX, ZX			35	1 1/32	22	1 1/8
NX, IX-3, IX-5			42	1 1/16	21	1 1/16
OO, JX			58	1.594	43	1.920
K, L, G, E			73	3 1/16		3 5/16
TX			100	3 5/16		3 5/16
QX *			41	1 5/32	17	1 21/64
QX **			37	1.281	19	1.656
OX, WX, WXL, YX, RX, RXL			102	2 1/32	50	2 11/64
HX O.			84	3 5/16	47	3 11/32
I.			45	2 11/16	27	3 1/4
DIX, DOO, DXJ O.			55	1.406	31	1.781
I.			37	1.281	19	1.656
DRX O.			48	1.449	27	1.844
I.			30	1.355	17	1.750
DHX, DFX O.			94	2 1/2	55	3 1/16
I.			57	2 3/32	32	3 3/32
WAUKESHA						
ICK			24	1 1/4	16	1 3/16
FCS, FC			66	1 5/8	36	1 29/32
XAH Exh.			68	1 5/8	56	1 7/8
Int.			71	1 5/16	56	1 7/8
XBKH Exh. O.			95	1 13/32	43	2 3/32
Exh. I.			51	1 1/2	28	1 7/8
Int. O.			89	1 13/32	35	2 3/32
Int. I.			43	1 33/64	24	1 13/32
130HS, 130HL, Exh. O.			55	1 7/16	26	1 23/32
130GS, 130GL Exh. I.			100	1 1/4	39	2 1/16
Int. O.			55	1 7/16	26	1 23/32
Int. I.			100	1 1/16	39	2 1/8
VIM, VIK, VIS, VIL			53	1 53/64	38	2 1/8
VBKH Exh. O.			55	1 13/32	32	1 13/16
Exh. I.			51	1 13/32	28	1 5/8
Int. O.			51	1 29/32	25	1 29/32
Int. I.			33	1 13/64	22	1 31/64
VRZ, VRZG, VRZH O.			72	1 5/8	36	1 3/4
I.			33	1 3/32	22	1 13/64
CHK, CHS			78	2 1/16	54	2 1/2
6BL, 6BK, 6BM, 6BZ			82	1 3/4	48	2 1/8
6BKH Exh. O.			91	1 3/4	39	2 1/16
Exh. I.			49	1 13/32	26	1 29/32
Int. O.			96	1 29/32	35	2 3/32
Int. I.			53	1 1/2	24	1 15/16
6MK, 6MZ, 6MKR, 6MZR			64	2 1/16	50	2 5/8
140GS, 140GK, 140HS, 140HK O.			75	1 13/32	20	2 1/16
I.			55	1 1/16	26	1 13/32
6SRLR, 6SRKR Exh.			87	2 1/32	52	2 13/32
Int.			84	2 1/16	52	2 13/32
145GS, 145GK, 145HS, 145HK O.			158	2 5/8	67	2 11/16
I.			100	2 1/16	42	2 11/32
6GAK, 6GAL O.			140	2 1/16	61	2 1/2
I.			79	1 13/32	36	2 3/32
6RBR			140	3 1/4	100	3 5/8

Snapped studs and stripped threads should be a thing of the past in the progressive fleet shop — even where unskilled labor replace veterans. Tension wrenches can eliminate those troubles and contribute to material conservation by preventing cracked housings, cylinder heads, etc., due to uneven tightening with ordinary wrenches.

The tension wrench makes nut and stud tightening a precision job. The mechanic merely consults the tables below for the proper tension reading, tightens until the pointer on the wrench scale indicates the limit has been reached.

ABBREVIATIONS:

* Center and Rear. ** Front and Intermediate.
*** Connecting Rod $\frac{7}{16}$ in. † Babbitt.
Note 1—Rocker Arm Support 29 (1938), 27½ (1939).
Note 2—Spark Plug Tensions:
$\frac{1}{4}$-18, cast iron head—34-38
18mm, cast iron head—28-32
18mm, aluminum head—24-28
14mm, cast iron head—24-28
14mm, aluminum head—20-24
Note 3—Injector crab nut 11.
Note 4—All 18 mm. plugs 33-42.
Note 5—Manifold 100-110.
Note 6—Manifold 70-75.
Note 7—Sparkplug.
Iron head—28-30.
Aluminum head—26-28.

Engine Make	Cylinder Head	Main Bearings	Connecting Rod Bearings
AUTOCAR			
A, UA, B, UB, C10, C10T, U10, 10T, C20, C20T, U20, U20T	50- 55	60- 70	55- 60
All Others	60- 65	130-140	85- 90
BUDA			
All Models	⅜"- 60- 70	⅞"-195-200	
	½"- 75- 85	1"-210-230	
	⅝"- 95-105	1⅛"-230-250	
	¾"-125-135	1¼"-245-275	
	⅞"-150-160	1 "-285-315	
		1⅛"-325-350	
CHEVROLET			
(1938) (Note 1)	67	106	.....
(1939)	78	.....	.....
(1940-41-42)	75- 80	100-110	40- 45
CONTINENTAL			
A8244 (Note 4)	70- 75	100-110	35- 40
B6371, B6405 (Note 6)	70- 75	100-110	100-110
E600, E601, E602, E603, (Note 5)	100-110	100-110	100-110
F4124, F4140, F4162 (Note 4)	70- 75	100-110	35- 40
F6170, F6199, F6209, F8218, F8228 (Note 4)	⅜"-35-40 ⅞"-70-75	100-110	35- 40
M6271, M6290, M6330, M6253 (Note 6)	70- 75	½"-100-110 ⅞"-130-140	70- 75
20R, 21R, 22R (Note 5)	100-110	100-110	100-110
CUMMINS			
A	235-250	150-170	40-45
H-HS	425-450	310-330	105-115
DODGE			
(1938-42)	Nuts 53-57½ Plain head cap screws 65-70 Cupped head cap screws 67½-72½	75- 80	60- 65
Diesel	60- 65	75- 80	60- 65

Engine Make	Cylinder Head	Main Bearings	Connecting Rod Bearings
FORD (1938-42)	85 h.p. aluminum—40 60 h.p. aluminum—30		
(Note 2)	All iron—50		
GEN. MOTORS			
216, 223, 230	60- 70	75- 85	40- 50
239, 257, 286	60- 70	90-100	65- 75
331, 400, 450	65- 75	90-100	90-100
479, 529, 707	100-120	100-120	100-120
228, 236, 243, 256, 270	60- 70	70- 80	40- 50
278, 308	65- 75	75- 85	65- 75
361, 426, 451, 477	65- 75	90-100	90-100
Diesel: 3-71, 4-71, 6-71 (Note 3)	1670-170 Cold (180) Hot	175-180	65- 70
479, 529, 707	110-120	90-100	90-100
HERCULES			
ZX Series	35	77	25
IX Series	35	77	42
OO Series	60	105	53
QX Series	60	*60 **70	39
JX Series	60	*80 **70	58
WX Series	60	*70 **105	105 ***53
YX, RX Series	60	*105 **123	105
RXL Series	74	175	158 †123
HX Series	105	*193 **210	263
DOO Series	158	*77 **95	140
DJX Series	158	*77 **95	140
DWX Series	158	175	158
DRX Series	⅝"-175 1"-280	175	168
DHX Series	1⅛"-175 1⅛"-350	*193 **210	263
DFX Series	210	260	263
INTER'L HARVESTER			
All Models	½"- 60 ⅝"- 67 ¾"- 93	½"- 75 ⅝"- 75 ¾"- 93	⅞"-55-70

Engine Make	Cylinder Head	Main Bearings	Connecting Rod Bearings
LYCOMING			
AFE, AEF	52½- 58		
ASE, BF	49- 52½		
REO			
S140, S209	60- 61	87- 98	49-52½
S228, S3-268, S3L268, S5-309, GC228, GC245, GC288, GC310	83-100	67-75	70-75
STUDEBAKER			
J5, J10, J15, J15M, J15B, K5, K10, K15, K15M, K15B, L5 (Note 7)	83	92	54
Coupe Express, Standard (1941)	50	92	54
Heavy Duty (1941)	83	92	54
WAUKESHA			
6BL, 6BM, 6BK, 6BKH	73-75	88-92	87-89
6ML, 6MK, 6MKR, 6MZ, 6MZR	73-75	95-100	87-89
6SRLR, 6SRKR	73-75	160-164	121-125
130HS, 130HL, 130GS, 130GL	95-100	109-113	87-89
140HS, 140HK, 140GS, 140GK	130-134	130-134	121-125
CHK, HL	130-134	130-134	87-89
WK, WOK	130-134	130-134	88-88
FEB	130-134	125-130	87-89
6GAK, 6GAL	130-134	125-130	73-75
6RBR	117-121	130-134	73-75
HBKH	130-134	130-134	73-75
145HS, 145HK, 145GS, 145GK	130-134	242-250	73-75
6WAK, 6WAKH	146-150	242-250	88-88
6EK, 6EKH, 6LK, 6LRD, 6LRH	292-300	242-250	165-174
WHITE			
All Models	⅜"- 28- 32		
	½"- 48- 52		
	⅝"- 70- 75		
	¾"-105-115		
	⅞"-140-150		
	1"-175-185		
WILLYS			
48, 440, 441, 442 (Note 7)	Screws 65-75 Nuts 60-65	65-70	50-55

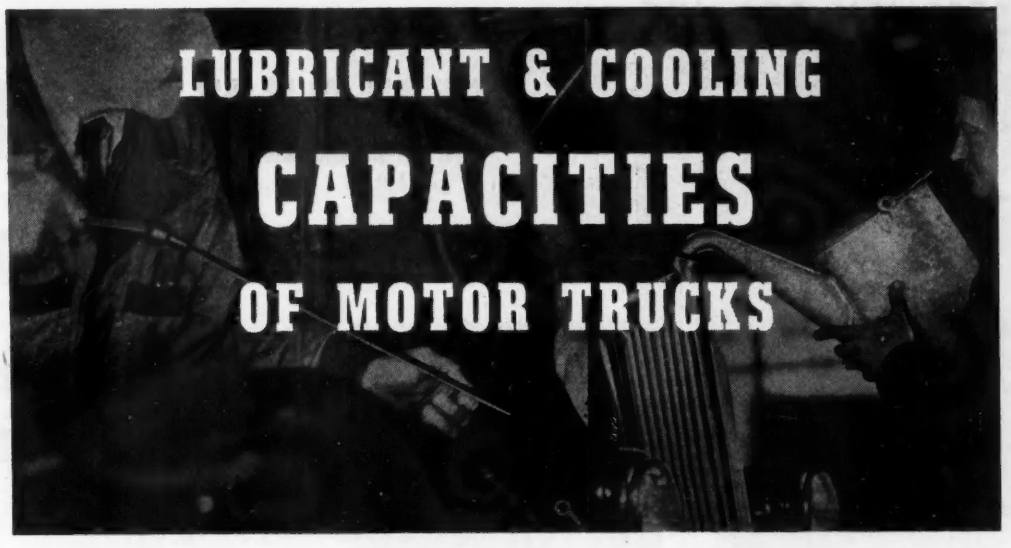
POLISHING SHELL TYPE REFLECTORS

Polishing reflectors does not consist of carelessly wiping with any old rag. A seemingly bright polish may be obtained in this manner, but very shortly thereafter an uncleanable discoloration will set in and the reflector is ruined.

The reflector should first be washed with warm soapy water to remove the loose dirt and lighter road film, then thoroughly rinsed with plain water. Polish should then be applied with a soft rag, preferably flannel. In polishing, an in-and-out movement from the center of the reflector to the outside edge should be used. After allowing the polish to dry, the reflector should be wiped with a piece of dry flannel. There are available many manufactured polishes which do a satisfactory job.

In the interest of oil conservation, lubricants should be added and changed according to the capacities specified by the truck manufacturers rather than poured in until they overflow through the level hole. Wartime shortages also make it necessary to measure anti-freeze carefully to prevent serious damage to the cooling system.

These tables will be very helpful to the employees entrusted with the important job of safeguarding the cooling system and preventing wear by lubrication, especially with labor changes occurring constantly.



LUBRICANT & COOLING CAPACITIES OF MOTOR TRUCKS

a—2-speed rear, 8 qt.
b—Double reduction rear, 6½ qt.
c—Double reduction rear, 9 qt.
d—Front axles same as rear.
e—10 summer, 14 winter.
f—2-speed rear, 13 to 15.
g—2-speed rear, 18.
h—Auxiliary transmission and power divider require 8½ qt. additional.
i—Each axle.
j—10 summer, 15 winter.
k—18 pt. summer, 24 pt. winter.
m—8 pt. summer, 12 pt. winter.
n—Capacity of jackshaft unit.
p—Auxiliary transmission requires 6 pt. additional.
q—Auxiliary transmission requires 10 pt. additional.
r—For overdrive transmission, direct drive requires 18 pt.
x—Auxiliary transmission requires 5 pt. additional.
y—Auxiliary transmission requires 12 pt. additional.

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
AUTOCAR				
A, UA	6	8	8	22
B, UB	6	12	14	22
RL, RLD, RM, RMT, 1TR, 6X2RL, RLS, URLS	10	14	12	23
D, DP	10	14	12	39
UD, 1UTR	10	14	12	37
UDP, 6X2UD	10	14	12	37
S	12	30	18	39
N, DH, 3TR	12	14	18	39
6X2NF	12	18	18	39
DF, 2TR, 6X2DF	12	14	12	39
T, NF, 5TR, 6X2T, UNF, UT, 4UTR, 5UTR, 6X2UNF, 6X2UT	12	18	18	41
UN, 2UTR, 3UTR, 6X2UN, US	12	14	18	41
UDF	12	14	12	41
C	12	30	18	41
4X4DF, 4X4N	12	19	.....	39
4X4NF	12	23	.....	39
4X4S	12	23	.....	41
6X4DF	12	14	.....	39
6X4TO, 6X4UTO, 6X4UTD	12	18	.....	41
6X4TD	12	30	.....	41
6X4TC	12	30	28	41
RB, URB	10	12	12	23
C10, C10T, U10, U10T	6	8	8	22
C20, C20T, U20, U20T	6	12	12	22
C30, C30T, U30, U30T	10	12	12	23
C40, U40	10	14	12	23
C40T, C40D, C4062, U40T, U40D, U4062	10	14	14	23
C4064	10	14	12 i	23
C50T, U50T	10	14	14	23
C50D	10	16	20	23
C60	12	14	14	39
U60	12	14	14	37
C60T, C70, C70T, C70D, C7062	12	14	20	39
U60T, U70T, U80, U80T, U80D, U8062	12	14	18	41
U60D	12	14	18	37
U70, U7062	12	14	20	41
C7044	12	14x	.....	39
C7064	12	14	12 i	39
U7064	12	14	12 i	41
C80, C80T, C8062	12	14	18	39
C80D	12	14y	18	39
C8044	12	14 x	.....	41
C8064, U8064	12	14	16 i	41
C90, C90T, U90, U90T	12	14	18	41
C90D	12	14 y	.....	41
U90D	12	24	.....	41
C9044	20	24 x	.....	48
C9062, U9062	12	14 y	18	41
C9064	12	14 y	.....	41
U9064	12	14	.....	41
DC100T	16	24 y	18	46
DC100D	16	26 y	.....	46
DC10044	16	24 x	.....	46
DC10062	16	26 y	18	46
DC10064	16	24	.....	46
DU100T, DU10062	20	26	18	41
DU10064	20	26	.....	41
BANTAM				
60	3	2½	2½	4
65	3	2½	2½	5½

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
BROCKWAY				
78 (1936-42)	5	6	6	15½
83 (1936-42)	5	6	6	19½
88 (1936-42)	5	6	8	19½
92 (1936-42)	5	6	8	19½
94 (1936-42)	5	5½	12	19½
96, 110, 125X (1936-40)	8	5½	8	28
112 (1938-42)	7	5½	8	22
128 (1938-42)	7	5½	12	22
130, 145 (1936-40)	8	5½	12	28
150X4 (1936-40)	8	8½	12	28
150X5 (1936-40)	8	16	12	28
160X, 160XSBT, 165X (1936-40)	8	16	12	30
170X (1936-40)	10	24	11	29
180XSBT Spec. (1936)	10	24	13	30
175X, 195X (1936-42)	10	24	12	29
220X (1936-42)	10	24	17	29
240X (1936-42)	10	24	12	31
260X (1936-42)	10	23	17	31
146 (1941-42)	7	12	12	22
147 (1941-42)	7	12	16	22
152, 153 (1941-42)	8	16	12	28
154 (1941-42)	8	16	16	28
156 (1941-42)	8	16	18	28½
162 (1941-42)	8	16	12	29
166 (1941-42)	8	16	12	29½
CHEVROLET				
½ Ton (1934-35)	5	2½	4½	10½
1½ Ton (1934-35)	5	6½	8½	10½
½ Ton (1936)	5	2½	4½	15
1½ Ton (1936)	5	6½	7	15
½, ¾, 1 Ton (1937-38)	5	1½	4½	14
1½ Ton (1937-38)	5	7	9	14
½, ¾ Ton (1939-42)	5	1½	4½	14
1½ Ton (1939)	5	5½	9	14
1½ Ton (1940-42)	5	5½	11	14
C.O.E. (1939)	5	5½	9	16½
C.O.E. (1940-42)	5	5½	11	16½
CORBITT				
12B (1937)	8	8	12	26
22B (1937)	8	24	14	30
14BT (1937)	8	8	8	26
18BT (1937)	8	24	14	30
22BT (1937)	10	30	15	38
27DT (1937)	10	30	16	38
12B (1938-41)	5	8	12	26
13B (1938-41)	5	8	8	27
17B, 17BT (1938-41)	7	12	14	28
21B (1938-41)	8	16	15	30
26D (1938-41)	8	16	16	30
14BT (1938-41)	7	12	8	29
18BT (1938-41)	8	16	14	31
22BT (1938-41)	10	24	15	38
27DT, F27, 27BT (1938-42)	10	24	16	38
F12 (1938-42)	5	8	12	27
F14 (1938-42)	7	8	8	28
F18 (1938-42)	8	8	9	30
F19 (1938-42)	7	12	9	28
F23 (1938-42)	10	16	11	38
F35 (1938-42)	10	24	17	38
DIAMOND T				
412DR (1935-37)	8	10	12	24½
512B (1935-37)	8	10	8	24½

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
DIAMOND T—Cont.				
512DR (1935-37)	8	10	15	24½
212A, 212B (1936-37)	6	4½	6	23½
221 (1936-37)	6	4½	6	24
228 (1936-37)	6	4½	8	23½
244, 313 (1936-37)	6	4½	8	24
320 (1935-37)	6	6	8	26½
353, 360 (1936-37)	6	10	8	26½
80 (1936-37)	6	2	5	18
80, 301, 304 (1938)	6	4	4	21
401COE (1938)	6	4	6	23½
402COE (1938)	6	4	8	23½
404, 405 (1938)	6	4	6	22½
406 (1938)	6	4	6	23
507 (1939)	6	6	8	23½
509 (1939)	6	6	6	23
607COE (1939)	6	6	8	26
609COE (1939)	6	10	8	26
611 (1939)	6	7	8	25
612 (1939)	6	10	8	25
613, 614 (1939)	6	10	8	24
412DR, 512DR (1939)	8	18	12	26
512B (1939)	8	18	10	26
201, 305, 306 (1939)	6	4	4	16
201C, 305C (1939)	6	4	5	18
306C (1939)	6	4	6	18
404, 406 (1939)	6	4½	6	23
404C, 509 (1939)	6	4½	6	23
509C, 612C (1939)	6	4½	8	23
612 (1939)	6	4½	8	22
614 (1939)	6	12	8	22
614C (1939)	6	12	8	24
803C (1939)	8	20	10	28
804C (1939)	8	20	12	28
201 (1940)	6	3½	6	16
201C (1940)	6	4½	8	18
306, 306C (1940)	6	4½	8	16½
306SC (1940)	6	4½	8	19
404 (1940)	6	4½	8	18
404C (1940)	6	4½	8	23½
404SC (1940)	6	4½	8	28
406, 509 (1940)	6	4½	9	23½
509C, 612C (1940)	6	4½	9	24
612 (1940)	6	4½	9	23
614, 614C (1940)	6	12	9	31½
803C (1940)	8	20	12	28
804C (1940)	8	20	16	28
805H, 805W (1940)	8	20	20	28
805B, 805BW (1940)	8	20	12	28
805DR, 805DRW (1940)	8	20	12	28
900W (1940)	13	24	14	43½
201 (1941-42)	6	3½	6	16
201C, 306C (1941-42)	6	4½	8	18
306 (1941-42)	6	4½	8	17
306SC (1941-42)	6	4½	8	19
404, 404C (1941-42)	6	5	8	23
404SC (1941-42)	6	5	8	26
406, 509, 612SC (1941-42)	6	5	9	23
406SC, 509SC (1941-42)	6	5	9	26
509C, 612C (1941-42)	6	5	9	24
612 (1941-42)	6	5	9	22
614 (1941-42)	6	12	9	22
614C (1941-42)	6	12	9	23
612SC (1941-42)	6	5	9	25
614SC (1941-42)	6	12	9	25
805C (1941-42)	8	20	12	28
806, 806C (1941-42)	8	20	16	28

CONTINUED ON PAGE 158

ENGINE SERVICE

SPECIFICATIONS

INCLUDING DATA FOR ENGINE TUNE-UP

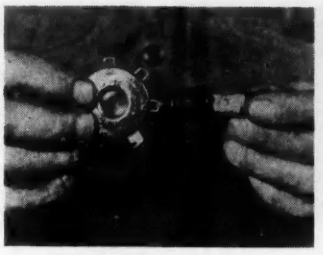
ABBREVIATIONS

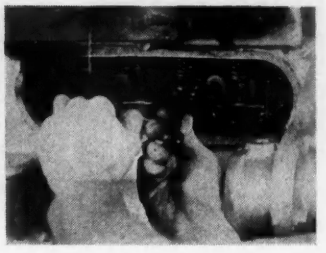
*—Severe Service .018
Al—Aluminum
As—Strut Type Aluminum
Aa—Anodized Aluminum
CA—Cast Alloy
CI—Cast Iron
St—Alloy Steel
TP—Tin Plated Cast Iron
C—Cold
Bot—Bottom
Top—Top
AC—AC
AL—Auto-Life
Ch—Champion
†—46 for AF240, AFP240, CCV100
▲—Iron Alloy for 1942 models
††—Commercial 8AB, 18mm. plugs for 1941 models; J9, 14mm for 1942 models
Q—Qts.
Bud—Buda
Cat—Caterpillar
Con—Continental
Cum—Cummins
Her—Hercules
Lyc—Lycoming
Opt—Optional
Var—Variable
Wau—Waukesha
A—.019-.023

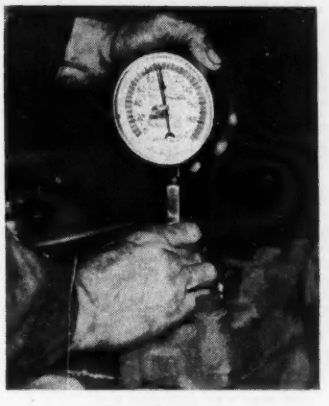
TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
AUTOCAR																		
RH, DF, RHT, DT, DFT, RHD, DP, 6D, DH, UD, UDF, UDT, UDP, 6RH, 6DF, 6UD, UDFT	Own 358	6-4x4¼	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	2 COM	⅞	P	D	8½°B	1 1/16B	98
N, NT, 6N, UN, UNT, 6UN, 4X4DF, 4X4N	Own 404	6-4¼x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	2 COM	⅞	P	Z	2°B	¼B	95
NF, NFT, 6NF, UNF, UNFT, 6UNF, S, US, N6OC, 4X4NF	Own 453	6-4½x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	2 COM	⅞	P	Z	2°B	¼B	95
TF, TFT, 6TF	Wau 6RB	6-5x5¼	Ala	Top	40-1750	10°A	3¾A	.020	.006	.010	Ch	2 COM	⅞	P	Z	9°B	3½B	80
RM, RL, RMT (1937)	Own 315	6-3¾x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	8½°B	1 1/16B	98
DP, D, 1TR, 6X2RL, RLD, UD, 1UTR, UPD, 6X2UD (1937)	Own 358	6-4x4¼	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	O	⅞	P	D	8½°B	1 1/16B	98
DF, 2TR, 6X2DF, DH, UDF, 2UTR, 6XEUN, 4X4DF, 4X4N, 6X4DF (1937)	Own 404	6-4¼x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	O	⅞	P	Z	2°B	¼B	95
6X2UNF, 3UTR, 4UTR, 3TR, 4TR, 6X2NF, C, 4X4NF (1937)	Own 453	6-4½x4¾	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	O	⅞	P	Z	2°B	¼B	95
6T, UT, UTT, 6UT, N75C, 4X4S (1936-37), C, T, TT, 6X3T, 6X2UT, 5TR, 5UTR, 6X4TO 6X4UTO, 6X4UTD, 6X4TC, 6X4TD	Own 501	6-4¾x5¼	Ala	Top	40-2200	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	Z	2°B	¼B	95
A, UA, C10, C10T, U10, U10T	Her JXB	6-3½x4¼	Ala	Top	35-2600	2°A	.....	.010	.006	.008	Ch	O	⅞	P	Z	TC	TC	95
B, UB, C20, C20T, U20, U20T	Her JXC	6-3½ x4¼	Ala	Top	35-2600	2°A	.....	.010	.006	.008	Ch	O	⅞	P	Z	TC	TC	95
RB, URB	Own 315	6-3¾x4¾	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	D	9°B	1¼B	98
RL, RLS, 1TR, RLD, DP, 6X2RL, URL, URLS, UD, 1UTR, UDP, 6X2UD	Own 358	6-4x4¼	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	2 COM	⅞	P	.....	9°B	1¼B	98
DF, N, 2TR, DH, 6X2DF, 6X4DF, UDF, UN, 2UTR, 6X2UN, 4X4DF	Own 408	6-4 1/16x5¼	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	.....	2°B	¼B	95
NF, 3TR, 4TR, S, 6X2NF, UNF, 3UTR, 4UTR, US, 6X2UNF, 4X4N	Own 447	6-4¼x5¼	Ala	Top	40-2200	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	.....	2°B	¼B	95
C30, C30T, U30, U30T	Own 315	6-3¾x4¾	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	6°B	1/16B	98
C30, C30T, U30, U30T (1941)	Own 331	6-3¾x5	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	6°B	1/16B	98
C40, C40T, C40D, C4062, C4064, U40, U40T, U40D, U4062, C50, C50D, U50, C60, U60, U60D	Own 358	6-4x4¼	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	6°B	1/16B	98
C40, C40T, C40D, C4062, C4064, U40, U40T, U40D, U4062, C50T, C50D, U50, C60, U60, U60D (1941)	Own 377	6-4x5	Ala	Top	40-2600	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	2°B	¼B	95
C60T, C6044, C70, C70D, C7062, C7064, U60T, U70, U7062, U7064	Own 408	6-4 1/16x5¼	Ala	Top	40-2400	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	2°B	¼B	95
C7044, C70T, C80, C80T, C80D, C8062, U70T, U80, U80T, U80D, U8062	Own 447	6-4¼x5¼	Ala	Top	40-2400	TC	TC	.018	.015	.018	Ch	8 COM	18mm	P	D	2°B	¼B	95
C8064, C8044, C90, C90T, C90D, C9062, C9064, U90, U90T, U90D, U8064, U9062, U9064	Own 501	6-4¾x5¼	Ala	Top	40-2400	TC	TC	.020	.015	.018	Ch	8 COM	18mm	P	D	2°B	¼B	95
C9044	Her HXB	6-5x6	Ala	Top	40-2600	TC	TC	.....	.015	.018	Ch	8 COM	18mm	P	E	TC	TC	95
DC100T, DC100D, DC10044, DC10062, DC10064, DU100T, DU10062, DU10064	Cum HB6	6-4 7/16x6	CI	Top	40-1900	.....	.....	.....	.012	.012	.....	.....	.....	.....	.....	.....	.....	.....
BANTAM																		
(1938-39)	Own	4-2x3	Al	Top	8.5-30	19°B	4¼B	.011	.011	.012	Ch	HIO	14mm	.025	.022	TC	TC	120
(1940)	Own	4-2 1/16x3⅛	Al	Top	30-50	19°B	4¼B	.011	.011	.012	Ch	HIO	14mm	.025	.022	4°B	.....	135
BROCKWAY																		
78 (1936-40)	Con24B	6-3 1/16x4⅜	CI	Top	20-20	2°B	⅛B	.015	.010	.010	Ch	8 COM	18mm	.025	.020	8°B	2½B	95
87, 90X (1936)	Con 28B	6-3⅜x4⅜	Al	Top	20-20	5°B	1½B	.012	.008	.010	Ch	0 COM	⅞	.025	.020	5°B	1½B	95
83, 89, 92, 94 (1936-40)	Con 25B	6-3 1/16x4⅜	Al	Top	20-20	5°B	1½B	.012	.008	.010	Ch	8 COM	18mm	.025	.020	5°B	1½B	95
125X (1936-40)	Con 31B	6-3 1/16x4½	CI	Top	30-20	8°B	2⅝B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
96, 110, 130 (1936-40)	Con 29B	6-3 1/16x4½	CI	Top	30-20	8°B	2⅝B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
145 (1936-40)	Con 31B	6-3 1/16x4½	CI	Top	30-20	8°B	2⅝B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
150X4, 150X5 (1936-40)	Con 32B	6-4 1/16x4½	CI	Top	30-20	8°B	2⅝B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
160X, 180XSBT, 165X (1936-40)	Con 32B	6-4 1/16x4½	Al	Top	30-20	8°B	2⅝B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
170X (1936-40)	Con 33B	6-4¼x4¾	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
175X, 180X-SBT Spec., 220X (1936-40)	Con 34B	6-4¾x4¾	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
195X (1936-40)	Con 33B	6-4¼x4¾	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
240X, 260X (1936-40)	Con 35B	6-4¾x5¼	Al	Top	30-20	5°B	2B	.014	.012	.015	Ch	8 COM	18mm	.025	.020	15°B	5½B	82
112, 128 (1938-40)	Con 38B	6-3⅝x4⅜	Al	Top	30-20	8°B	2⅝B	.015	.012	.012	Ch	8 COM	18mm	.025	.020	8½°B	3B	90
78 (1941)	Con 24B	6-3 1/16x4⅜	CI	Top	35-2000	TC	TC	.014	.014C	.014C	Ch	6 COM	18mm	.025	.020	TC	.....	.....

Fleet shops are paying greater attention to factory recommendations for engine tune-up and adjustment because the difference between approximate and accurate adjustments usually means wasteful gasoline and oil consumption or more frequent renewal of vital parts.

These specications have been compiled to provide key information for tune-up and general engine reconditioning work as recommended by truck and engine manufacturers. From these data the maintenance man can determine at a glance an engine's exact compression pressure at cranking speed; ignition timing as determined by flywheel markings, breaker point gap; spark plug data; valve timing by flywheel markings and intake tappet clearance for intake and exhaust valves; oil pressure based on road speed or r.p.m's, etc.







ABBREVIATIONS

S—.023-.028
B—If spark plug is J9 (14mm), breaker point gap is .018-.022
Z—.018-.022
ZZ—.025-.030
V—.012-.014
Y—.011-.012C
YY—.014-.016
SS—Semi-Steel
COM—Commercial
H—.015-.025
HH—.013-.015C
E—.018-.020
D—.018-.024
K—.020-.025
M—5°B for CC450, 3°B for CF450
P—.018-.023
R—.028-.032
T—.025-.028

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC A-After B-Before	Spark Occurs Fly-Wheel Teeth °TC A-After B-Before	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
BROCKWAY—Continued																		
83, 88, 92, 94 (1941)	Con 25B	6-3 7/16x4 1/2	Al	Top	40-2000	TC	TC	.014	.014C	.024C	Ch	6 COM	18mm	.025	.020	6°B		
112-128 (1941)	Con 38B	6-3 1/4x4 1/2	Al	Top	40-2000	6 1/2°B		.0175	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B		
146, 147, 152 (1941)	Con 40B	6-4x4 1/2	Al	Top	40-2000	6 1/2°B		.0175	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B		
153, 154, 162 (1941)	Con 41B	6-4 1/16x4 1/2	Al	Top	55-2500	6 1/2°B		.022	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B		
168, 186 (1941)	Con 42B	6-4 1/4x4 1/2	Al	Top	55-2500	6 1/2°B		.022	.017C	.024C	Ch	6 COM	18mm	.025	.020	6°B		
170X, 195X (1941)	Con 33B	6-4 1/16x4 3/4	Al	Top	30-2300	5°B		.014	.018C	.018C	Ch	6 COM	18mm	.025	.020	15°B		
175X, 220X (1941)	Con 34B	6-4 3/16x4 3/4	Al	Top	30-2300	5°B		.014	.018C	.018C	Ch	6 COM	18mm	.025	.020	15°B		
240X, 260X (1941)	Con 35B	6-4 1/2x5 1/4	Al	Top	30-2300	5°B		.014	.018C	.018C	Ch	6 COM	18mm	.025	.020	15°B		
CHEVROLET																		
1/2, 1 1/2 Ton (1934)	Own	6-3 1/8x4	CI	Top		4°B	1 1/16B	.006	.006	.013	AC	K10	14mm	.032	.018	10°B	3 1/16B	83
1/2, 1 1/2 Ton (1935)	Own	6-3 1/8x4	CI	Top		8°B	3B	.006	.006	.013	AC	K11	14mm	.032	.018	5°B	1 3/16B	86
1/2, 1 1/2 Ton (1936)	Own	6-3 1/8x4	CI	Top		9°B	3 1/16B	.006	.006	.013	AC	K11	14mm	.032	.018	5°B	1 3/16B	112
1/2, 1 1/2 Ton (1937)	Own	6-3 1/16x3 3/4	CI	Top	13 1/2-2621	9°B	3 1/16B	.006	.006	.013	AC	K11	14mm	.040	.018	5°B	2B	90
1/2, 3/4, 1, 1 1/2 Ton (1938)	Own	6-3 1/16x3 3/4	CI	Top	13 1/2-2621	9°B	3 1/16B	.008	.006	.013	AC	46	14mm	.040	.018	5°B	2B	90
1/2, 3/4, 1, 1 1/2 Ton (1939)	Own	6-3 1/16x3 3/4	CI	Top	13 1/2-2621	9°B	3 1/16B	.006	.006	.013	AC	44	14mm	.040	.018	5°B	2B	90
1/2, 3/4, 1, 1 1/2 Ton (1940)	Own	6-3 1/16x3 3/4	CI	Top	14-2000	3°B	1 1/16B	.006	.006	.013	AC	44	14mm	.040	.018	5°B	2B	90
1/2, 3/4, 1, 1 1/2 Ton (1941-42)	Own	6-3 1/16x3 3/4	CI	Top	14-2000	3°B	1 1/16B	.006	.006	.013	AC	104	10mm	.040	.018	5°B	2B	90
CORBITT																		
12B (1936)	Wau 6RL	6-3 1/16x4 1/4	Al	Top	40-1500	TC	TC	.010	.010-.012	.010-.012	AC	D8-D10	18mm	.033	.025	5°B		112
F15, 14B (1936-37)	Wau 6BK	6-3 5/16x4 1/2	Al	Top	40-1500	TC	TC	.010	.012-.014	.012-.014	AC	D8-D10	18mm	.030	.025	5°B		112
14BT, Series 18, F18, Series 22 (1936-37)	Wau 6MK	6-4 1/16x4 3/4	CI	Top	40-1500	7°A		.008	.008-.010	.012-.014	AC	D8-D10	18mm	.030	.025	7°B		89
Series 27D (1936)	Wau 6SRL	6-4 3/16x5 1/8	Al	Top	40-1500	6°A		.009	.008-.010	.016-.018	AC	L8-L10	7/8	.030	.025	TC	TC	80
F27, Series 35, 40 (1936-37)	Wau 6SRK	6-4 5/16x5 1/8	Al	Top	40-1500	7°A		.006	.008-.010	.016-.018	AC	L8-L10	7/8	.030	.025	7°B		80
F12 (1936)	Wau 6BL	6-3 1/16x4 1/4	Al	Top	40-1500	TC	TC	.010	.010-.012	.010-.012	AC	D8-D10	18mm	.030	.025	5°B		112
F23 (1936)	Wau 6SRL	6-4 5/16x5 1/8	Al	Top	40-1500	6°A		.009	.009-.010	.016-.018	AC	L8-L10	7/8	.030	.025	TC	TC	80
F35 (1936)	Wau 6RB	6-5x5 1/4	Al	Top	40-1500	9°A		.006	.009-.010	.016-.018	AC	L8-L10	7/8	.030	.025	7°B		81
12B (1937)	Lyc WFC	6-3 1/16x4 3/4	Al	Top	40-1500	TC	TC	.010	.010-.012	.010-.012	AC	KL-8	14mm	.030	.025	5°B		112
18BT, 22B (1937)	Wau 6MZ	6-4 1/16x4 3/4	Al	Top	40-1500	7°A		.008	.008-.010	.012-.014	AC	D8-D10	18mm	.030	.025	7°B		89
22BT, F23 (1937)	Con 20-R	6-4 1/16x4 3/4	Al	Top	40-1500	5°B	1.9B	.01365	.010-.012	.017-.018	AC	.....	18mm	.030	.025	.....	.....	.....
27DT (1937)	Con 21-R	6-4 5/16x4 3/4	Al	Top	40-1500	5°B	1.9B	.01365	.010-.012	.017-.018	AC	.....	18mm	.....	.....	.....	.....	.....
13B, F12 (1937-41)	Con A6244	6-3 7/16x4 3/4	Al	Top	40-1500	5°B	1 1/16B	.012	.010	.012	AC	D8-D10	18mm	.030	.025	5°B	1 1/16B	.....
17B, 14BT, F12 (1937-41)	Con M6290	6-3 5/16x4 3/4	Al	Top	40-1500	5°B	1 1/4B	.012	.010	.012	AC	D8-D10	18mm	.030	.025	5°B	1 1/4B	.....
21B, F18 (1937-41)	Con E602	6-4 1/16x4 1/2	Al	Top	40-1500	8°B	2 1/16B	.012	.007	.012	AC	D8-D10	18mm	.030	.025	8°B	2 1/16B	102
28D, 18BT (1937-41)	Con E603	6-4 1/4x4 1/2	Al	Top	40-1500	8°B	2 1/4B	.012	.007	.012	AC	D8-D10	18mm	.030	.025	8°B	2 1/4B	99
22BT, F27 (1937-41)	Con 21R	6-4 5/16x4 3/4	Al	Top	40-1500	5°B	2B	.014	.012	.015	AC	D8-D10	18mm	.030	.025	10°B	3 1/4B	78
27DT, F35 (1937-41)	Con 22R	6-4 1/2x5 1/4	Al	Top	40-1500	5°B	2B	.014	.012	.015	AC	D8-D10	18mm	.030	.025	10°B	3 1/4B	78
F14 (1937-39)	Con M6271	6-3 5/16x4 3/4	Al	Top	40-1500	5°B	1 1/4B				AC	D8-D10	18mm	.030	.025	5°B	1 1/4B	.....
17BT, F19 (1937-41)	Con M6330	6-4x4 1/2	Al	Top	40-1500	5°B	1 1/4B	.012	.010	.012	AC	D8-D10	18mm	.030	.025	5°B	1 1/4B	.....
F23 (1941)	Con 20R	6-4 1/16x4 3/4	Al	Top	40-1500	5°B	2B	.014	.012	.015	AC	D8-D10	18mm	.030	.025	10°B	3 1/4B	.....
D18BT (1940-41)	Cum A600	6-4x5	CI	Top	40-1500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
D27BT (1940-41)	Cum HB6	6-4 7/16x6	CI	Top	40-1500	.....	.....	.....	.012	.012	.....	.....	.....	.....	.....	.....	.....	.....
DIAMOND T																		
211, 227, 243, 212A, 212B, 228, 401, 402, 404, 405 (1935-1938)	Her JXA	6-3 5/16x4 1/2	CI	Top	25-30	5°A	1 1/16A	.006	.008	.010	AC	76	7/8	.027	.020	TC	TC	98 1/2
220, 311, 221, 244, 313, 406, 507, 509, 611 (1935-38)	Her JXB	6-3 5/16x4 1/2	Al	Top	25-30	5°A	1 1/16A	.006	.008	.010	AC	76	7/8	.027	.020	TC	TC	103
312, 351C, 320, 353, 607, 612, 613 (1935-38)	Her JXC	6-3 3/4x4 1/4	Al	Top	25-30	5°A	1 1/16A	.006	.008	.010	AC	76	7/8	.027	.020	TC	TC	102
352, 360, 614 (1935-38), 614, 614C (1939)	Her JXD	6-4x4 1/4	Al	Top	25-30	5°A	1 1/16A	.008	.008	.010	AC	76	7/8	.027	.020	TC	TC	109
412B (1935)	Her WXLC	6-4x4 3/4	Al	Top	25-30	2°A	1/16A	.010	.006	.010	AC	76	7/8	.027	.020	TC	TC	106
412DR, 512B, 512DR (1935-38), 803C, 804C (1939)	Her WXLC3	6-4 1/4x4 3/4	Al	Top	25-30	2°A	1/16A	.010	.008	.010	AC	76	7/8	.027	.020	TC	TC	100
80, 301 (1936-38), 201, 201C (1939)	Her QXB3	6-3 1/4x4 1/2	CI	Top	25-30	5°A	1 1/16A	.006	.006	.008	AC	75	7/8	.027	.020	TC	TC	.....
304, 401 (1937-38), 305, 305C, 306, 306C (1939)	Her QXC3	6-3 3/4x4 1/2	Al	Top	25-30	5°A	1 1/16A	.006	.006	.008	AC	75	7/8	.027	.020	TC	TC	.....
404, 404C (1939)	Her JXE3	6-3 1/4x4 1/2	Al	Top	25-30	5°A	1 1/16A	.....	.006	.008	AC	73	7/8	.027	.020	TC	TC	.....
406, 509, 509C (1939)	Her JXB	6-3 5/16x4 1/2	Al	Top	25-30	5°A	1 1/16A	.008	.008	.010	AC	73	7/8	.027	.020	TC	TC	.....
612, 612C (1939)	Her JXC	6-3 3/4x4 1/2	Al	Top	25-30	5°A	1 1/16A	.006	.008	.010	AC	73	7/8	.027	.020	TC	TC	.....
201 (1940 & Early 1941)	Her QXB3	6-3 1/4x4 1/2	CI	Top	25-35	5°A	1 1/16A	.006	.006	.008	AC	44	14mm	.027	.020	TC	TC	.....
305, 306, 306SC (1940 & Early 1941)	Her QXC3	6-3 3/4x4 1/2	Al	Top	25-35	5°A	1 1/16A	.006	.006	.008	AC	44	14mm	.027	.020	TC	TC	.....
404, 404SC (1940)	Her JXE3	6-3 1/4x4 1/4	Al	Top	25-35	2°A	1/16A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	.....

CONTINUED ON PAGE 50

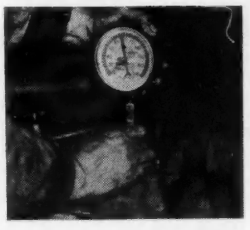
(CONTINUED) ENGINE SERVICE SPI

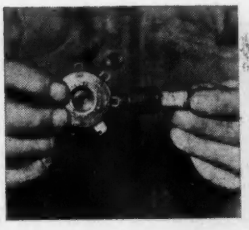
ABBREVIATIONS

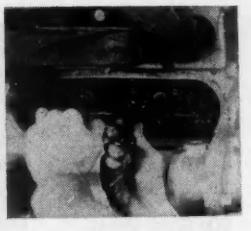
*—Severe Service .018
Al—Aluminum
As—Strut Type Aluminum
Aa—Anodized Aluminum
CA—Cast Alloy
CI—Cast Iron
St—Alloy Steel
TP—Tin Plated Cast Iron
C—Cold
Bot—Bottom
Top—Top
AC—AC
AL—Auto-Life
Ch—Champion
†—46 for AF240, AFP240. CCV100
▲—Iron Alloy for 1942 models
††—Commercial 8AB, 18mm. plugs for 1941 models; J9, 14mm for 1942 models
Q—Qts.
Bud—Buda
Cat—Caterpillar
Con—Continental
Cum—Cummins
Her—Hercules
Lyc—Lycoming
Opt—Optional
Var -Variable
Wau—Waukesha
A—.019-.023

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
DIAMOND T—Continued																		
406, 509, 509C (1940-41)	Her JXB	6-3⅜x4¼	Al	Top	25-35	2°A	¾A	.010	.008	.010	AC	44	14mm	.027	.020	TC	TC	....
612, 612C (1940-41)	Her JXC	6-3⅜x4¼	Al	Top	25-35	2°A	¾A	.010	.008	.010	AC	44	14mm	.027	.020	TC	TC	....
614, 614C (1940-41)	Her JXD	6-4x4¼	Al	Top	25-35	5°A	¾A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	....
404C (1940-41)	Her JXE3	6-3⅛x4¼	Al	Top	25-35	2°A	¾A	.010	.008	.010	AC	44	14mm	.027	.020	TC	TC	....
803C, 804C, 805, 806 (1940-41)	Her WXLC3	6-4¼x4¾	Al	Top	25-35	5°A	1½A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	....
900 (1940-41)	Her RXLC3	6-4⅝x5¼	Al	Top	25-35	2°A	¾A	.010	.006	.010	AC	44	14mm	.027	.020	TC	TC	....
201, 306, 306SC (Late 1941 & 1942)	Her QXD3	6-3 7/16x4½	Al	Top	25-35	5°A	.....	.006	.008	.010	AC	44	14mm	.027	.020	TC	TC	....
DODGE																		
KC, KCL, KH, Series LC	Own 201 cu in.	6-3⅛x4⅜	Al	Top	30-40-30	6°A	2½A	.011	.008	.008	AC	K9	14mm	.025	.020	3°A	1¼A	....
K32, K33, K34	Own 217 cu.in.	6-3¼x4⅜	As	Top	30-40-30	6°A	2½A	.011	.006	.008	AC	K9	14mm	.025	.020	2°A	¾A	....
K35, K36, K37, K38, K45, K48, K47, K48	Own 241 cu.in.	6-3⅜x4½	Al	Top	30-40-30	TC	TC	.011	.006	.008	AC	K9	14mm	.025	.020	TC	TC	....
K50, K51, K52, K70, K71, K72	Own 309 cu.in.	6-3½x5	As	Top	30-40-30	6°A	2½A	.010	.008	.010	AC	K9	14mm	.025	.020	4°B	1½B	....
LE Series	Own 201 cu.in.	6-3⅛x4⅜	Aa	Top	30-40-30	6°A	2½A	.011	.008	.010	AC	K9	14mm	.025	.020	3°A	1¼A	....
LF Series	Own 217 cu.in.	6-3¼x4⅜	As	Top	30-40-30	6°A	2½A	.011	.006	.010	AC	K9	14mm	.025	.020	2°A	¾A	....
LG, LH Series	Own 241 cu.in.	6-3⅜x4½	Al	Top	30-40-30	TC	TC	.010	.006	.010	AC	K9	14mm	.025	.020	TC	TC	....
K50V, K51V, K52V, K60V, K61V, K62V	Own 309 cu.in.	6-3½x5	As	Top	30-40-30	6°A	2½A	.010	.008	.010	AC	K9	14mm	.025	.020	3°B	1½B	....
MC, RC (1937-38)	Own 218 cu.in.	6-3½x4 7/8	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	TC	TC	....
RD, MD Series (1937-38)	Own 218 cu.in.	6-3½x4 7/8	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	TC	TC	....
RE, ME Series (1937-38)	Own 218 cu.in.	6-3½x4 7/8	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	4°B	1½B	....
RF, MF Series (1937-38)	Own 228 cu.in.	6-3⅞x4¼	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	4°B	1½B	....
RG, RH, MG, MH Series (1937-38)	Own 241 cu.in.	6-3⅜x4½	Aa	Top	30-40-30	TC	TC	.014	.008	.012	Ch	J8	14mm	.025	.020	6°B	2½B	....
RL, RK, RO, RP, ML, MK Series (1937-38)	Own 333 cu.in.	6-3⅞x5	Aa	Top	30-40-30	6°A	2½A	.011	.008	.012	Ch	J8	14mm	.025	.020	6°B	2½B	....
TC (1939)	Own 201 cu.in.	6-3⅛x4⅜	Aa	Top	30-40-30	6°A	2½A	.014	.008	.010	AL	A7	14mm	.025	.020	TC	TC	116
TD (1939)	Own 218 cu.in.	6-3¼x4⅜	As	Top	30-40-30	6°A	2½A	.014	.006	.010	Ch	J8	14mm	.025	.020	TC	TC	106
TE (1939)	Own 218 cu.in.	6-3½x4 7/8	Aa	Top	30-40-30	8°B	3B	.014	.008	.012	Ch	J8	14mm	.025	.020	2°B	¾B	115
TF (1939)	Own 228 cu.in.	6-3⅝x4¼	Aa	Top	30-40-30	8°B	3B	.014	.008	.012	Ch	J8	14mm	.025	.020	4°B	1½B	115
TG, TH (1939)	Own 241 cu.in.	6-3⅜x4½	Aa	Top	30-40-30	8°B	3B	.014	.008	.012	Ch	J8	14mm	.025	.020	6°B	2½B	115
TL, TK (1939)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	6°A	2A	.014	.008	.012	AL	A7	14mm	.025	.020	2°B	¾B	88
TLD, TKD (1939)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	31°B		.017	.013				Die sel					
VC (1940)	Own 201 cu.in.	6-3⅛x4⅜	AlTp	Top	30-40-30	6°A	2½A	.014	.006	.010	AL	A7	14mm	.025	.020	TC	TC	116
VD (1940)	Own 218 cu.in.	6-3¼x4⅜	As	Top	30-40-30	6°A	2½A	.014	.006	.010	AL	A7	14mm	.025	.020	TC	TC	113
VF, VM (1940)	Own 228 cu.in.	6-3⅜x4¼	AlTp	Top	30-40-30	12°B	5B	.014	.008	.012	AL	A7	14mm	.025	.020	TC	TC	120
VG, VH (1940)	Own 241 cu.in.	6-3⅜x4½	AlTp	Top	30-40-30	12°B	5B	.014	.008	.012	AL	A7	14mm	.025	.020	TC	TC	120
VL, VK, WL, WK (1940-41)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	6°A	2½A	.014	.008	.012	Ch	J8	14mm	.025	.020	2°A	¾A	96
VLD, VKD, WLD, WKD (1940-41)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	31°B	15B	.017	.013	.013			Die sel					
WC (1941)	Own 201 cu.in.	6-3⅛x4⅜	Al	Top	30-40-30	9°B		.014	.008	.010	AL	A7A	14mm	.025	.020	TC	TC	115
WD (1941)	Own 218 cu.in.	6-3¼x4⅜	Al	Top	30-40-30	9°B		.014	.008	.010	AL	A7A	14mm	.025	.020	TC	TC	113
WF, WFM (1941)	Own 228 cu.in.	6-3⅜x4¼	Al	Top	30-40-30	12°B	5B	.014	.008	.012	AL	A7A	14mm	.025	.020	TC	TC	120
WG, WH, WGM, WHM (1941)	Own 241 cu.in.	6-3⅜x4½	Al	Top	30-40-30	12°B	5B	.014	.008	.012	AL	A7A	14mm	.025	.020	TC	TC	120
WC, WD15 (1942)	Own 218 cu.in.	6-3¼x4⅜	CI	Top	30-40-30	12°B	5B	.014	.008	.010	AL	A7	14mm	.025	.020	3°B	.....	130
WD20, WD21 (1942)	Own 230 cu.in.	6-3¼x4⅝	CI	Top	30-40-30	12°B	5B	.014	.008	.010	AL	A7	14mm	.025	.020	2°A	.....	130
WF, WFM (1942)	Own 237 cu.in.	6-3 7/16x4¼	CI	Top	30-40-30	12°B	5B	.014	.008	.012	AL	A7	14mm	.025	.020	TC	.....	130
WG, WH, WGM, WHM (1942)	Own 251 cu.in.	6-3 7/16x4½	CI	Top	30-40-30	12°B	5B	.014	.008	.012	AL	A7	14mm	.025	.020	2°A	.....	130
WL, WK (1942)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	6°A	2½A	.014	.008	.012	Ch	J8	14mm	.025	.020	2°A	.....	96
WLD, WKD (1942)	Own 331 cu.in.	6-3¾x5	As	Top	30-40-30	31°B	.....	.017	.0135	.0135	.....	.....	.....	.....	.....	.....	.....	.....
FEDERAL																		
15X, 15, 15K, 75, 75H, 75K	Her JXA	6-3⅛x4¼	....	Top	25-1500	5°A	1½A	.006	.008	.010	AC	.....	7/8	.025	.020	TC	TC	....
18X, 18K, 20, 20K, 21, 22, 80, 80H, 80K	Her JXB	6-3¼x4¼	....	Top	25-1500	5°A	1½A	.006	.008	.010	AC	.....	7/8	.025	.020	TC	TC	....
25, 25K, 85, 85H, 85K	Her JXC	6-3⅜x4¼	....	Top	25-1500	5°A	1½A	.006	.008	.010	AC	.....	7/8	.025	.020	TC	TC	....
30	Wau 6MS	6-3½x4¾	CI	Top	35-1500	8°A	3A	.004	.010	.012	AC	86	18mm	.025	.020	TC	TC	80
40, 40F	Wau 6MK	6-4½x4¾	CI	Top	35-1500	8°A	3A	.004	.010	.012	AC	86	18mm	.025	.020	TC	TC	80
50, 50F	Wau 6MZ	6-4¼x4¾	CI	Top	35-1500	8°A	3A	.004	.010	.012	AC	.....	.....	.025	.020	TC	TC	80
63, 66, C7, C8, C7W, C8W, C8H	Wau 6SRK	6-4⅝x5½	....	Top	35-1500	10°A	3½A	.004	.010	.012	AC	7/8	7/8	.025	.020	TC	TC	80
DM (1936)	Con W10	4-3 7/16x4¼	....	....	....	....	....	....	....	....	AC	.....	.....	.025	.020	TC	TC	....
10	Her OOB	4-3¼x4½	....	Top	16-1100	5°A	.....	.008	.008	.012	AC	7/8	7/8	.025	.020	TC	TC	....
28	Her JXC	6-3⅜x4¼	....	Top	26-2800	5°A	.....	.....	.008	.010	AC	7/8	7/8	.025	.020	TC	TC	....
29, 29K, 87H, 89, 89K	Her JXD	6-4x4¼	....	Top	28-2800	5°A	.....	.....	.008	.010	AC	7/8	7/8	.025	.020	TC	TC	....
40DR	Wau 6MK	6-4½x4¾	CI	Top	35-1500	8°A	3A	.....	.008	.016	AC	.....	7/8	.025	.020	TC	TC	....
T10B, T10W	Con 18R	6-4x4½	....	Top	35-1500	.....	.....	.....	.....	.....	AC	.....	7/8	.025	.020	TC	TC	....
X8RDR-X8R, 7, 7M	Wau 6SRK	6-4⅝x5½	....	Top	35-1500	10°A	3A	.004	.008	.016	AC	7/8	7/8	.025	.020	TC	TC	80
9	Con 4140	4-3 7/16x4⅜	CI	Top	25-1500	TC	TC	.014	.010	.012	AC	86	18mm	.025	.020	TC	TC	....
11, 11K, 11H	Her OXB3	6-3⅛x4½	....	Top	25-1500	.....	.....	.....	.006	.008	AC	.....	7/8	.025	.020	TC	TC	....
12K, 14K	Her OXC3	6-3⅜x4½	Al	Top	25-1500	.....	.....	.008	.006	.008	AC	.....	7/8	.025	.020	TC	TC	....
62, 65	Con 22R	6-4½x5¼	Al	Top	25-1500	.....	.....	.014	.013	.018	AC	86	18mm	.025	.020	TC	TC	78
8, 11, M8, M11 (1940-42)	Her OXB	6-3⅛x4⅛	CI	Top	40-2500	5°B	.....	.006	.006	.008	AC	44	14mm	.025	.020	10°B	3B	....
12, 14, M12, M14 (1940)	Her OXC	6-3⅜x4⅛	CI	Top	40-2500	5°B	.....	.006	.006	.008	AC	44	14mm	.025	.020	10°B	3B	....
15, 75 (1940)	Her JXA	6-3⅛x4¼	Al	Top	40-2500	5°A	.....	.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
18, 20, 80 (1940-42)	Her JXB	6-3⅛x4¼	Al	Top	40-2500	5°A	.....	.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
25, 85 (1940-42)	Her JXC	6-3⅛x4¼	Al	Top	40-2500	5°A	.....	.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
29, 29H, 89, 89H (1940-42)	Her JXD	6-4x4¼	Al	Top	40-2500	5°A	.....	.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	98
40 (1940)	Wau 6MKR	6-4½x4¾	Al	Top	35-1500	8°A	3A	.004	.010	.012	AC	84	18mm	.025	.020	3°B	1B	....
50, 50H (1940)	Wau 6MZR	6-4¼x4¾	Al	Top	35-1500	8°A	3A	.004	.010	.012	AC	84	18mm	.025	.020	3°B	1B	....
63, 66 (1940-42)	Wau 6SRK	6-4⅝x5½	Al	Top	35-1500	10°A	3A	.004	.010	.012	AC	73	7/8	.025	.020	10°B	3B	....
62, 65 (1940-42)	Con 22R	6-4½x5¼	Al	Top	30-1000	.....	.....	.014	.012	.012	AC	83	7/8	.025	.020	15°B	.....	....
16, 76 (1941-42)	Her JXF	6-3⅛x4⅛	Al	Top	40-2500	5°A	.....	.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	....
17, 77 (1941-42)	Her JXG	6-3⅛x4⅛	Al	Top	40-2500	5°A	.....	.008	.006	.006	AC	44	14mm	.025	.020	10°B	3B	....
35, 90 (1941-42)	Her WXC3	6-4¼x4½	Al	Top	40-2500	2°A	.....	.010	.008	.010	AC	44	14mm	.025	.020	TC	TC	....
45, 55, 92, 94 (1941-42)	Her WXLC3	6-4¼x4¾	Al	Top	40-2500	2°A	.....	.010	.008	.010	AC	44	14mm	.025	.020	TC	TC	....
FORD																		
51, V8 (1935-36)	Own	8-3 1/16x3¾	CA	Top	30-2000	9½°B	3B	Y	Y	Y	Ch	7	18mm	.025	YY	4°B	1¼B	90
78, V8(1937)	Own	8-2.6x3.2	St	Top	30-3200	9½°B	.....	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B	.....	110
79, V8 (1937)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	18mm	.025	YY	4°B	.....	100
81T, 817T, 81Y, 81C (1938)	Own	8-3 1/16x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B	.....	100

SPECIFICATIONS







ABBREVIATIONS

S—.023-.028
S—If spark plug is J9 (14mm), breaker point gap is .018-.022
Z—.018-.022
ZZ—.025-.030
V—.012-.014
Y—.011-.012C
YY—.014-.016
SS—Semi-Steel
COM—Commercial
H—.015-.025
HH—.013-.015C
E—.018-.020
D—.018-.024
K—.020-.025
M—5°B for CC450, 3°B for CF450
P—.018-.023
R—.028-.032
T—.025-.028

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Tooth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
FORD—Continued																		
82Y, 82C (1938)	Own	8-2.6x3.2	CA	Top	30-2000	9½°B		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		105
91T, 917T, 911W, 91W, 917W, 91Y, 91C (1939)	Own	8-3 1/16x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
99T, 997T, 991W, 99W, 997W (1939)	Own	8-3 1/16x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
92Y, 922C, 02D, 02Y, 022C (1939-40)	Own	8-2.6x3.2	St	Top	30-2000	9½°B		Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		105
018T, 01T, 01W, 011W, 01D, 01Y, 01C (1940)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
098T, 09T, 09W, 091W (1940)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B		100
118T, 11T, 11W, 111W, 11D 11Y, 11C, 11U (1941)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	.015	.011C	.015C	Ch	H9	14mm	.032	YY	4°B		100
119T, 19T, 19W, 191W, 19U, 198T (1941)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	.015	.011C	.015C	Ch	H9	14mm	.032	YY	4°B		100
1ND, 1NY, 1NC, 2ND, 2NY, 2NC (1941-42)	Own	4-3 1/16x3¾	St	Top	30-2000	6°B		.015	.011C	.015C	Ch	H9	14mm	.032	YY	TC		105
1GC, 2GC, 1GD, 2GD, 1GT, 2GT, 1GU, 2GU, 1GY, 2GY, 1G8T, 2G8T (1941-42)	Own	6-3.3x4.4	St	Top	30-2000	3°B		.015	HH	HH	Ch	H9	14mm	.030	YY	2°B		117
21C, 21D, 21T, 21U, 21W, 21Y, 211W, 218T, 218W (1942)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	.015	.011C	.015C	Ch	H9	14mm	.025	YY	4°B		
29C, 29D, 29T, 29U, 29W, 29Y, 291W, 298T, 298W (1942)	Own	8-3 1/16x3¾	St	Top	30-2000	TC	TC	.015	.011C	.015C	Ch	H9	14mm	.025	YY	4°B		
FWD																		
MJ8	Wau 6-125	6-4 1/16x5 1/16	Al	Top	40-45	42°B	15B	.008	.012	.020	Ch	J8	14mm	.025	.015	3°B		98
M7, M6x6, T60, T65 (1939)	Wau RBR	6-5x5¼	Al	Top	35-1000	10°A	4A	.008	.007	.009	Ch			.025	.015			
HS, T-26	Wau 6BK	6-3 1/16x4¼	Al	Top	40-2800	5A		.010	.010	.014	Ch	7 COM	18mm	.025	.015	23°B		
HA, T-30	Wau 6BZ	6-4x4¼	Al	Top	40-2500	5A		.010	.010	.014	Ch	7 COM	18mm	.025	.015	23°B		
HM, HH6, HG, HR, T-32	Wau 6MKR	6-4 1/16x4¾	Al	Top	40-2500	8A		.004	.008	.014	Ch	7 COM	18mm	.025	.015	24°B		
CUA, CU	Wau 6MZR	6-4 1/16x4¾	Al	Top	40-2500	8A		.004	.008	.014	Ch	7 COM	18mm	.025	.015	24°B		
SUA, SU	Wau 6SRLR	6-4 1/16x5 1/16	Al	Top	40-2250	8A		.004	.008	.016	Ch	1 COM	7/8	.025	.015	22°B		
YU, MJ6, MJ6X6, T40	Wau 6SRKR	6-4 1/16x5 1/16	Al	Top	40-2250	8A		.004	.008	.016	Ch	1 COM	7/8	.025	.015	18°B		
M6	Wau 6-140GK	6-4 1/16x5 1/2	Al	Top	40-2250	5A		.006	.014	.016	Ch	COM	7/8	.025	.015			
M7, T60, T65, M6X6	Wau 6-145GK	6-5 1/4x6	Al	Top	40-2000	5A		.006	.012	.024	Ch	COM	7/8	.025	.015			
M10	Her HXE	6-5¼x6	Al	Top	40-2000	5B		.010	.010	.016	Ch	O	7/8	.025	.015	3°B		
GENERAL MOTORS																		
184, T78, T78T (1935)	Own 450	6-4 1/16x5	Al	Top	42-	8°B		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T83, T75, T75H (1935)	Own 400	6-4 1/16x5	Al	Top	42-	8°B		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T51, T51W, T74, T74H (1935)	Own 331	6-3 5/16x5	Al	Top	35-	9°A		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T43, T73, T73H (1935)	Own 257	6-3 1/16x4 5/8	Al	Top	30-	4°B		.012	.012	.012	AC	G9	18mm	.035	Z	15°B		
T16 (1935)	Olds 6	6-3 1/16x4 1/2	Al	Top	30-	5°B		.010	.010	.010	AC	G9	18mm	.035	Z			
T18H (1936)	Own 239	6-3 1/16x4 5/8	Al	Top	30-	4°B		.012	.012	.012	AC	K7	14mm	.025	Z	15°B		
T18, T23 (1935)	Own 221	6-3 1/16x4 5/8	Al	Bot	30-	4°B		.012	.012	.012	AC	G9	18mm	.035	Z	15°B		
T23H, T33 (1935)	Own 257	6-3 1/16x4 5/8	Al	Top	30-	4°B		.012	.012	.012	AC	K7	14 mm	.035	Z	15°B		
T33, T33H (1936)	Own 286	6-3 5/16x4 5/8	Al	Top	30-	4°B		.012	.012	.012	AC	K7	14mm	.025	Z	15°B		
T46H, T46 (1935)	Own 331	6-3 5/16x5	Al	Top	35-	9°A		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T61 (1935)	Own 400	6-4 1/16x5	Al	Top	42-	8°B		.012	.012	.012	AC	G9	18mm	.035	Z	17°B		
T61H, T61 (1936)	Own 400	6-4 1/16x5	Al	Top	42-2300	8°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T14, T16, T16H (1936)	Olds 6	6-3 1/16x4 1/2	Al	Top	30-	5°B		.008	.008	.010	AC	G9	18mm		Z			106
T18 (1936)	Own 239	6-3 1/16x4 5/8	Al	Top	30-	4°B		.012	.012	.012	AC	K7	14mm	.025	Z	15°B		
T46, T74 (1936)	Own 331	6-3 5/16x5	Al	Top		18°A		.012	.012	.012	AC	G9	18mm	.035	Z			
T23, T73, T73H (1936)	Own 257	6-3 1/16x4 5/8	Al	Top	30-	4°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T74H (1936)	Own 331	6-3 5/16x5	Al	Top	35-	4°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T75 (1936)	Own 400	6-4 1/16x5	Al	Top	42-	8°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T78 (1936)	Own 450	6-4 5/16x5	Al	Top	42-	8°B		.012	.012	.012	AC	G9	18mm	.035	Z			
T14, T16, F16, T16H, F16H (1937)	Olds 6	6-3 1/16x4 1/2	Aa	Top	30-	5°B		.008	.008	.011	AC	K9	18mm	.033	D	2°B		110
T18, F18, T18H, F18H (1937)	Own 239	6-3 1/16x4 5/8	Al	Top	35-	4°B		V	V	V	AC	K7	14mm	.035	Z	15°B		
T23, F23, T23H, F23H (1937)	Own 257	6-3 1/16x4 5/8	Al	Top	30-	4°B		V	V	V	AC	K7	14mm	.035	Z	15.B		
T33, F33, T33H, F33H (1937)	Own 286	6-3 5/16x4 5/8	Al	Top	30-	4°B		V	V	V	AC	K7	14mm	.035	Z	15°B		
T46, F46 (1937)	Own 331	6-3 5/16x5	Al	Bot	42-2400	8½°A		V	V	V	AC	K7	14mm	.035	Z	15°B		
T46, 400, F46 (1937)	Own 400	6-4 1/16x5	Al	Top	42-	8½°A		V	V	V	AC	K7	14mm	.035	Z	15°B		
T61, F61 (1937)	Own 400	6-4 1/16x5	Al	Top	42-	8½°A		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T61, F61 (1937)	Own 450	6-4 5/16x5	Al	Top	42-	8°B		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T61H, F61H (1937)	Own 400	6-4 1/16x5	Al	Top	42-	8°A		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T61H, F61H (1937)	Own 450	6-4 5/16x5	Al	Top	42-	8°B		.008	V	V	AC	K7	14mm	.035	Z	15°B		
T14, T145, T15, T155 (1938)	Own 223	6-3 1/16x4	Cl	Top	35-45	5°B		.0125	.012	.012	AC	45	14mm	.030	D	5°B		
T16, T16H, F16, F16H (1938)	Own 230	6-3 1/16x4 1/2	Aa	Top	28-35	5°B		.008	.011	.011	AC	45	14mm	.030	D	TC	TC	
T18, F18, T18H, F18H (1938)	Own 239	6-3 1/16x4 5/8	Al	Top	35-	4°B		.012	V	V	AC	K7	14mm	.035	D	15°B		
T23, T23H, F23, F23H (1938)	Own 257	6-3 1/16x4 5/8	Al	Top	35-	4°B		.012	V	V	AC	K7	14mm	.035	D	15°B		
T33, T33H, F33, F33H (1938)	Own 286	6-3 5/16x4 5/8	Al	Top	35-	4°B		.012	V	V	AC	K7	14mm	.035	D	15°B		
T46, F46 (1938)	Own 331	6-3 5/16x5	Al	Top	42-2400	18°A		.012	V	V	AC	K7	14mm	.035	Z	15°B		
T61, T61H, F61, F61H (1938)	Own 400	6-4 1/16x5	Al	Top	42-45	18°A		.012	V	V	AC	K7	14mm	.035	Z	15°B		
AC100, AC150, AC200, AC250 (1939-41)	Own 228	6-3 1/16x3 11/16	Al	Top	40-1000	28°B	10°B		.006	.013	AC	44	14mm	.035	D			
AC300, AF300, AC350, AF350 (1939-41)	Own 228	6-3 1/16x3 11/16	Al	Top	40-1000	28°B	10 B		.006	.013	AC	44	14mm	.025	D	TC	TC	
AC400, AF400, AC450, AF400 (1939-41)	Own 248	6-3 11/32x3 11/16	Al	Top	40-1000	28°B	10½B		.006	.013	AC	44	14mm	.025	D			
AF240, AFP240, CC100 to CC350, CF300, CF350, CCK350, CCT350, CCV100, CCW350, UP to Engine No. 228-87569	Own 228	6-3 5/16x3 11/16	Al	Top	40-1000	28°B			.006	.013	AC	44†	14mm	.025	D	3°B		
Engine No. 228-87569 and up	Own 228	6-3 1/16x3 11/16	Al	Top	40-1000	4°B		.014	.012	.012	AC	44†	14mm	.025	D	3°B		
CC350, CCT350, CF350, CFT350, CCW350, CFW350, Engine No. 236-001 and up	Own 236	6-3 5/16x3 11/16	Al	Top	40-1000	4°B		.014	.012	.012	AC	44	14mm	.025	D	3°B		
CC400, CC450, CCT400, CF400, CF450, CFT400, CCW400, CFW400, up to Engine No. 248-17848	Own 248	6-3 11/32x3 11/16	Al	Top	40-1000	28°B			.006	.013	AC	44	14mm	.025	D	3°B		
Engine No. 248-17848 and up	Own 248	6-3 11/32x3 11/16	Al	Top	40-1000	4°B		.014	.012	.012	AC	44	14mm	.025	D	3°B		
CCKW350, up to Engine No. 256-02769	Own 256	6-3 11/32x3 11/16	Al	Top	40-1000	28°B			.006	.013	AC	44	14mm	.025	D	3°B		
Engine No. 256-02769 and up	Own 256	6-3 11/32x3 11/16	Al	Top	40-1000	4°B		.014	.012	.012	AC	44	14mm	.025	D	3°B		
CC450 Spec., CF450 Spec., up to Engine No. 270-11344	Own 270	6-3 11/32x4	Al	Top	40-1000	28°B			.006	.013	AC	44	14mm	.025	D	M		
Engine No. 270-11344 and up	Own 270	6-3 11/32x4	Al	Top	40-1000	4°B		.014	.012	.012	AC	44	14mm	.025	D	M		
AC500, AF500, AC550, AF550 (1939-40)	Own 278	6-3 5/8x4 1/2	Al	Top	40-1000	4°B		.014	.012	.012	AC	44	14mm	.025	D	TC		
AC600, AF600, AC650, AF650 (1939-40); AC520, AF520 (1942)	Own 308	6-3 11/16x4 1/2	Al	Top	40-1000	4°B		.014	.012	.012	AC	44	14mm	.025	D	TC		
AC700, AF700 (1939-40); AC620, AC700, AC770, AF620, AF700, AY700 (1942)	Own 361	6-4 1/16x4 1/2	Al	Top	40-1000	8°B		.014	.012	.012	AC	44	14mm	.025	D	TC		

CONTINUED ON PAGE 52

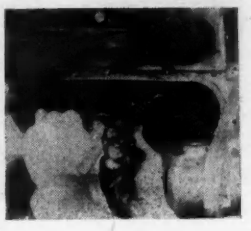
(CONTINUED) ENGINE SERVICE SPE

ABBREVIATIONS

*—Severe Service .018
Al—Aluminum
As—Strut Type Aluminum
Aa—Anodized Aluminum
CA—Cast Alloy
CI—Cast Iron
St—Alloy Steel
TP—Tin Plated Cast Iron
C—Cold
Bot—Bottom
Top—Top
AC—AC
AL—Auto-Life
Ch—Champion
†—46 for AF240, AFP240, CCV100
▲—Iron Alloy for 1942 models
††—Commercial 8AB, 18mm. plugs for 1941 models; J9, 14mm for 1942 models
Q—Qts.
Bud—Buda
Cat—Caterpillar
Con—Continental
Cum—Cummins
Her—Hercules
Lyc—Lycoming
Opt—Optional
Var—Variable
Wau—Waukesha
A—.019-.023

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
GENERAL MOTORS—Continued																		
AC800, AF800 (1939-40); AC720, AC800, ACX870, AF720, AF800, AY800 (1942)	Own 426	6-4½x5	Al	Top	40-1000	8°B	.....	.014	.012	.012	AC	44	14mm	.025	D	TC	.....	.....
AC850, AF850 (1939-42)	Own 451	6-4½x5	Al	Top	40-1000	8°B	.....	.014	.012	.012	AC	44	14mm	.025	D	TC	.....	.....
AC750, AC850, AF750, AF850, ACX890, AY850	Own 477	6-4½x5	Al	Top	40-1000	8°B	.....	.014	.012	.012	AC	44	14mm	.025	D	TC	.....	.....
GRAMM																		
15 (1937-39), 11, 21 (1940)	Her QXB	6-3¼x4½	CI	Top	26-2600	5°A	.....	.008	.008	.010	Ch	3 COM	⅞	.025	.020	.....	.....	103
25, 30 (1937-39)	Her JXA	6-3⅝x4½	CI	Top	26-2600	5°A	.....	.008	.008	.010	Ch	3 COM	⅞	.025	.020	.....	.....	110
40, 45, 50 (1937-39), 46, 56 (1940-42)	Her JXB	6-3⅝x4½	CI	Top	26-2600	5°A	.....	.008	.008	.010	Ch	3 COM	⅞	.025	.020	.....	.....	102
55, 70 (1937-39), 71 (1940-42)	Her JXC	6-3¾x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	Ch	3 COM	⅞	.025	.020	.....	.....	101
75, 85 (1937-39), 76, 86 (1940-42)	Her JXD	6-4x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	Ch	3 COM	⅞	.025	.020	.....	.....	101
DJX55, DJX40, DJX70 (1937-39), D46, D56 (1940-42)	Her DJXB	6-3¼x4½	Al	Top	40-2000	12°B	.....	.016	.016	.016	No	Die sel				.....	.....	150
DJX75, DJX85 (1937-39), D71 (1940-42)	Her DJXC	6-3¾x4½	Al	Top	40-2000	12°B	.....	.016	.016	.016	Die	sel				.....	.....	150
31 41 (1940-42)	Her QXC	6-3⅝x4½	CI	Top	26-2600	5°A	.....	.008	.008	.010	Ch	3 COM	⅞	.025	.020	.....	.....	103
66 (1940-42)	Her WXLC3	6-4¼x4¾	Al	Top	26-2600	2°A	.....	.010	.006	.010	Ch	3 COM	⅞	.025	.020	.....	.....	106
D76 (1940-42)	Bud 6DT317	6-3⅝x5½	Al	Top	35-1500	20°B	.....	.016	.016	.016	Die	sel				.....	.....	150
D86, D96 (1940-42)	Bud 6DT389	6-3⅞x5½	Al	Top	35-1500	12°B	.....	.016	.016	.016	Die	sel				.....	.....	150
HUG																		
15	Wau 6BL	6-3½x4¼	CI	Top	30-1000	TC	TC	.010	.006-.008	.010-.012	Ch	COM 7	18mm	.025	H	25°B	8B	112
19 (1939), 19W, 83W (1940); 6B6P-83W (1942)	Wau 6BK	6-3¾x4¼	CI	Top	40-1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	H	25°B	8B	112
23	Bud H298	6-3⅝x4½	CI	Top	30-1000	TC	TC	.006	.006	.008	Ch	COM 7	18mm	.025	H	27°B	9½B	83
42, 70	Bud K369	6-4▲x4¾	SS	Top	30-1000	TC	TC	.006	.006	.008	Ch	COM 7	18mm	.025	H	30°B	10½B	82
43A, 43T, 87K, 87Q, 43-4, 87K4	Bud K428	6-4⅜x4¾	SS	Top	30-1000	TC	TC	.006	.006	.008	Ch	COM 7	18mm	.025	H	27°B	9½B	84
43L, 97L, 97LD, 87Q4	Bud L525	6-4½x5½	SS	Top	30-1000	TC	TC	.006	.006	.008	Ch	COM 7	18mm	.025	H	22°B	7½B	83
99	Bud GF6	6-4¾x6	CI	Bot	30-1000	5°A	2½A	.010	.010C	.016C	Ch	COM 7	18mm	.025	H	20°B	8½B	72
18W (1940-41)	Wau 6BM	6-3⅝x4¼	CI	Top	40-1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8B	112
23W, 85W (1940-42)	Wau 6BZ	6-4x4¼	CI	Top	40-1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8B	112
42W, 87W (1940-42)	Wau 6MZR	6-4¼x4¾	CI	Top	40-1500	8°A	3A	.004	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8B	90
43W, 48-4 (1940-42)	Wau 6GAL	6-5x5½	CI	Top	40-1500	TC	TC	.008	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8B	112
44-4 (1940-42)	Wau 6SRLR	6-4⅜x5½	CI	Top	40-1500	10°A	3A	.004	.008-10	.016-18	Ch	COM 2	⅞	.025	.025	22°B	7B	90
45-4 92U (1940-42)	Wau 6SRKR	6-4⅝x5½	CI	Top	40-1500	10°A	3A	.004	.008-10	.016-18	Ch	COM 2	⅞	.025	.025	22°B	7B	80
98, 99, 99S, 98CD, 98MB (1940-42)	Wau 6RBR	6-5x5¾	Al	Top	40-1500	10°A	4A	.008	.006-8	.010-12	Ch	COM 1	⅞	.025	.025	17°B	6B	78
23W, 85W (1941); CB7P (1942)	Wau 6BZ	6-4x4¼	CI	Top	40-1500	TC	TC	.010	.010-12	.014-16	Ch	COM 7	18mm	.025	.025	25°B	8B	90
51-6 (1942)	Herc HXC	6-5½x6	Al	Top	35-1600	5°B	.....	.015	.010	.016	Ch	QM-2	14mm	.025	.025	.....	.....	.....
INDIANA																		
84, 85, 86, 87	Her JXB	6-3⅝x4¼	Al	Top	26-2600	5°A	1½A	.010	.008	.010	....	COM 1	⅞	.022	E	TC	TC	87
95, 95DR, 95SW75, 95SBT151	Her JXC	6-3¾x4¼	Al	Top	26-2600	5°A	1½A	.010	.008	.010	....	COM 1	⅞	.022	E	TC	TC	114
17, 17DR, 17SW251, 17SBT251, 19DR	Her YXC	6-4⅜x4¾	Al	Top	26-2600	2°A	¾A	.012	.010	.012	....	COM 1	⅞	.022	E	TC	TC	91
17A, 17ADR, 17ASW251	Her WXC	6-4x4½	Al	Top	26-2600	2°A	¾A	.012	.010	.012	....	COM 1	⅞	.022	E	TC	TC	92
84	Her OOB	4-3¾x4½	Al	Top	26-2400	5°A	1½A	.010	.008	.010	....	COM 1	⅞	.022	E	TC	TC	....
INTERNATIONAL																		
CI, C15, C30, CS30, C30S	Own HD3	6-3⅛x4½	CI	Top	25-600	TC	TC	.010	.010	.010	AC	G9	18mm	K	D	6°B	1¾B	95
A1, A2, B2, M2, M3, C10, C20, CS20	Wau XAH	4-3⅝x4½	CI	Bot	20-2200	10°A	3A	.004	.005	.007	AC	A8	⅞	K	D	5°B	1½B	72
B3	Own FAB2	6-3⅛x4	CI	Bot	40-1400	10°A	3A	.024	.015	.015	AC	A8	⅞	K	D	5°B	1½B	93
C5	Wau FK	4-3½x4	CI	Top	20-600	.....	.....	.....	.....	.....	Ch	C7	18mm	.....	.....	.....	.....	.....
C35, C35B, CS35, CS35B, C35T, CS35T, B4, C40, CS40, C40T, C40F	Own FAB3	6-3⅛x4	CI	Bot	40-1400	10°A	3A	.024	.015	.015	AC	A8	⅞	K	D	5°B	1½B	93
A4, A5, A6, C50, C50T	Own FBB	6-3⅝x4½	Al	Bot	40-1800	10°A	3½A	.016	.015	.015	AC	A8	⅞	K	D	10°B	3½B	76
C55, C55F, C55T, C60, C60T	Own FBB3	6-3¾x4½	Al	Top	40-1800	10°A	3½A	.016	.015	.015	AC	A8	⅞	K	D	10°B	3½B	92
A7, A7F	Own FDB	6-4½x5½	CI	Bot	40-1800	10°A	4½A	.011	.011	.013	AC	A8	⅞	K	D	5°B	2½B	70
A8	Own FEB	6-5x5½	CI	Bot	40-1700	10°A	4½A	.011	.011	.013	AC	A8	⅞	K	D	5°B	2½B	78
D2, D15	Own HD213	6-3⅛x4½	CI	Top	25-600	TC	TC	.010	.010-12	.012-14	AC	D7	18mm	K	D	6°B	1¾B	93
D30, D530, D30B, DS30B, D300, DS300, D186T, DS186T	Own HD232	6-3⅛x4½	CI	Top	25-600	TC	TC	.010	.010-12	.012-14	AC	D7	18mm	K	D	6°B	1¾B	93
D35, DS35, D35B, D216T	Own FAB241	6-3⅝x4½	Al	Top	40-800	10°A	.....	.024	.015	.015	AC	A6	⅞	K	D	3°B	1B	94
D40	Own FAB259	6-3½x4½	Al	Top	40-1200	10°A	.....	.024	.015	.015	AC	A6	⅞	K	D	3°B	1B	99
D50, D246T, D246F, D500	Own FBB258	6-3¾x4½	Al	Top	40-1600	10°A	.....	.016	.015	.015	AC	A9	⅞	K	D	10°B	3½B	92
D60, DR60	Own FBB361	6-4¼x4½	Al	Top	40-1400	5°A	.....	.016	.015	.015	AC	A9	⅞	K	D	10°B	3½B	89
DR70, DR346T, D346F, D700	Own FBB401	6-4½x5	Al	Top	40-1400	5°A	.....	.016	.015	.015	AC	A9	⅞	K	D	6°B	3½B	92
DR426F	Own FBB450	6-4⅝x5	Al	Top	40-1400	.....	.....	.016	.015	.015	AC	A9	⅞	K	D	10°B	3½B	89
AR626F	Own FEB648	6-5x5½	Al	Top	40-1100	7½°A	.....	.011	.011	.013	AC	A8	⅞	K	D	5°B	2°B	68
K1, K2, K3, K4, KS-4, K5, KS-5 (1941-42)	Own GRC170	6-3x4½	CI	Top	25-600	10°B	.....	.020	.015	.017	AC	87S	18mm	R	D	4°B	.....	104
K1, K2, K3, K4, KS-4 (1941-42)	Own GRD214	6-3⅛x4½	CI	Top	25-600	10°B	.....	.020	.015	.017	AC	87S	18mm	R	D	4°B	.....	107
K5, KS-5, K5COE (1941-42)	Own GRD233	6-3⅛x4½	CI	Top	25-600	10°B	.....	.020	.015	.017	AC	87S	18mm	R	D	4°B	.....	108
K6, K6-T, K6-F (1941-42); KS6, KS6T (1942)	Own BLD250	6-3⅛x4½	Al	Top	40-1800	5°B	.....	.023	.015*	.015*	AC	43	14mm	R	D	3°B	.....	115
K7, K7-COE (1941-42); KS7, KS7-COE (1942)	Own BLD269	6-3⅝x4½	Al	Top	40-1800	5°B	.....	.023	.015*	.015*	AC	43	14mm	R	D	3°B	.....	115
K8, K8-T, K8-F (1941-42); KR8, KS8, K8-COE, KR8-COE, KS8-COE, KF8T KS8T (1942)	Own FBC318	6-3⅞x4½	Al	Top	40-1800	5°A	.....	.016	.015*	.015*	AC	75	⅛	R	D	10°B	.....	95
K-10 (1941-42); KS10, KR10 (1942)	Own FBC361	6-4⅛x4½	Al	Top	40-1800	5°A	.....	.016	.015*	.015*	AC	75	⅛	R	D	10°B	.....	99
KR11, KR11-T, K-11-F, KR11-COE (1941-42); KS11, KS11-COE, KS11T (1942)	Own FBC401	6-4½x5	Al	Top	40-1800	5°A	.....	.016	.015*	.015*	AC	75	⅛	R	D	6°B	.....	99
K12-F	Own FBC450	6-4⅝x5	Al	Top	40-1800	5°A	.....	.016	.015*	.015*	AC	75	⅛	R	D	10°B	.....	99
KENWORTH																		
88, 89, 89SBT, 89SW, 90	Her JXC	6-3¾x4¼	....	Top	26-2600	5°A	.....	.006	.006	.006	Ch	1 COM	⅞	.025	.020	TC	TC	....
127	Her WXC	6-4x4½	....	Top	26-2600	2°A	.....	.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC	TC	....
128	Her WXC2	6-4⅛x4½	....	Top	26-2600	2°A	.....	.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC	TC	....
146B	Bud K393	6-4▲x4¾	....	....	....	....	.....	....	....	....	....	....	....	....	....	....	....	....
186	Her YXC2	6-4⅛x4¾	....	Top	26-2600	2°A	.....	.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC	TC	....
241	Her RXB	6-4½x5¼	Al	Top	26-2600	2°A	.....	.010	.006	.010	Ch	1 COM	⅞	.025	.020	TC	TC	....
513 (1938)	Her JXD	6-4x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	....	.....	⅞	.025	.020	TC	TC	....
525, 526, 527, 528, 541, 542 (1938-40-41-42)	Bud L0525	6-4½x5½	Al	Top	25-1000	10°B	.....	.009	.008	.012	....	.....	14mm	.025	.020	10°B	.....	....
529, 530, 531, 532, 539, 540 (1938)	Bud K428	6-4⅜x4¾	Al	Top	25-1000	TC	TC	.006	.006	.008	....	.....	18mm	.025	.015	10°B	.....	....
533, 534, 535 (1938)	Bud K393	6-4▲x4¾	SS	Top	25-1000	TC	TC	.006	.006	.008	....	.....	18mm	.025	.015	10°B	.....	....

SPECIFICATIONS



ABBREVIATIONS

S—.023-.028
B—If spark plug is J9 (14mm), breaker point gap is .018-.022
Z—.018-.022
ZZ—.025-.030
V—.012-.014
Y—.011-.012C
YY—.014-.016
SS—Semi-Steel
COM—Commercial
H—.015-.025
HH—.013-.015C
E—.018-.020
D—.018-.024
K—.020-.025
M—5°B for CC450, 3°B for CF450
P—.018-.023
R—.028-.032
T—.025-.028

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG			Gap	Breaker Point Gap	Spark Occurs °TC B-Before	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size					
KENWORTH—Continued																		
538, 537, 538 (1938)	Her JXM	6-3¾x4¼	Al	Top	26-2600	5°A	.....	.006	.008	.006	.....	.....	⅞	.025	.020	TC	TC	....
553, 554, 555, 558 (1940-42)	Her WXLC3	6-4¼x4¾	Al	Top	26-2600	2°A	.....	.010	.006	.010	.....	.....	⅞	.025	.020	16°B	.....	....
536, 537, 538, 543, 544, 545, 560, 561, 562, 563 (1940-42)	Her JXDM	6-4x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	.....	.....	⅞	.025	.020	TC	TC	....
505, 506, 507, 508, 509, 513, 514, 515, 516 (1941-42)	Cum HB4	4-4⅞x6	CI	Top	55-	15°A	.....	.....	.012	.015	.....	Die	sel	.....	.....	.....	.....	....
510, 511, 512, 519, 520, 521, 522, 523, 524, 552, 548, 549, 550 (1941-42)	Cum HB6	6-4⅞x6	CI	Top	55-	15°A	.....	.....	.025	.025	.....	Die	sel	.....	.....	.....	.....	....
549, 550 (1941-42)	Cum HB6	6-4⅞x6	CI	Top	55-	15°A	.....	.....	.025	.025	.....	Die	sel	.....	.....	.....	.....	....
548, 549, 550 (1941-42)	Cum HBS6	6-4⅞x6	CI	Top	55-	15°A	.....	.....	.025	.025	.....	Die	sel	.....	.....	.....	.....	....
543, 544, 545, 546, 559 (1941-42)	Cum AA600	6-4x5	CI	Top	55-	.....	.....	.....	.....	.....	.....	Die	sel	.....	.....	.....	.....	....
529, 530, 531, 532 (1941-42), 556 (1942)	Wau 6MZR	6-4¼x4¾	Al	Top	40-1500	.....	.....	.....	.008	.014	.....	.....	14mm	.020	.....	.....	.....	....
564, 565, 566, 567 (1941-42)	Cat D488	6-4¼x5½	Al	Top	15-45	.....	.....	.....	.010	.010	.....	.....	.....	.....	.....	.....	.....	....
LA FRANCE REPUBLIC																		
C3, D4, E4	Wau 6BK	6-3¾x4¼	Al	Top	40-	TC	TC	.010	.008-.008	.010-.012	AC	86	18mm	.025	.....	.....	.....	112
F4, H6	Wau 6MK	6-4½x4¾	Al	Top	40-	8°A	3A	.004	.004-.006	.012-.014	AC	86	18mm	.025	.....	.....	.....	80
K1	Wau 6SRL	6-4⅝x5⅛	Al	Top	40-	10°A	3A	.004	.006-.008	.016-.018	AC	76	⅞	.025	.....	.....	.....	80
M4	Wau 6-125	6-4⅝x5⅛	CI	Top	40-	42°B	15B	.010	.010-.012	.018-.020	AC	85	18mm	.025	.....	.....	.....	96
EH5B, EH5D, EH6B, EH6D	Wau 6BZ	6-4x4¼	Al	Top	40-1500	5°A	2A	.010	.010-.012	.014-.016	AC	86	18mm	.025	.....	.....	.....	112
FH5B, FH5D, HH7	Wau 6MZR	6-4¼x4¾	Al	Top	40-1500	8°A	3A	.004	.008-.010	.014-.016	AC	86	18mm	.025	.....	.....	.....	90
KH2	Wau 6SRLR	6-4⅝x5⅛	Al	Top	40-1500	8°A	3A	.004	.008-.010	.016-.018	AC	76	⅞	.025	.....	.....	.....	96
MH5	Wau 6SRKR	6-4⅝x5⅛	Al	Top	40-1500	8°A	3A	.004	.008-.010	.016-.018	AC	76	⅞	.025	.....	.....	.....	96
MARMON-HERRINGTON																		
A10-4	Her JXA	6-3¾x4¼	....	Top	26-2600	2°A	⅛A	.006	.006	.006	Ch	1 COM	⅞	.025	.020	TC	TC	96
A30-4	Her WXC	6-4x4½	....	Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	92
A40-4, A50-4	Her WXC3	6-4¼x4½	....	Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	92
TH300-4	Her YXC	6-4⅝x4¾	....	Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	91
TH310-4	Her YXC3	6-4⅝x4¾	....	Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	91
TH310A-4, TH310A-6	Her RXC	6-4⅝x5¼	Al	Top	26-2600	2°A	¾A	.010	.006	.010	Ch	1 COM	18mm	.025	.020	TC	TC	103
TH315-4, TH315-6	Her HXB	6-5x6	Al	Top	35-1600	5°B	2B	.015	.010	.016	Ch	1 COM	18mm	.025	.020	TC	TC	105
TH320-4, TH320-6	Her HXC	6-5½x6	Al	Top	35-1600	5°B	2B	.015	.010	.016	Ch	1 COM	18mm	.025	.020	TC	TC	105
B10-4, C10-4, DSD100-4	Her JXB	6-3¾x4¼	Al	Top	25 Max.	2°A	⅛A	.006	.006	.006	Ch	2 COM	⅞	.025	.020	TC	TC	96
A20-4, B20-4, C20-4, C20-6, DSD200-4, DSD200-6	Her JXC	6-3¾x4¼	Al	Top	25 Max.	2°A	⅛A	.006	.006	.006	Ch	2 COM	⅞	.025	.020	TC	TC	114
B30-4, C30-4, C30-6, DSD300-4, DSD300-6	Her JXD	6-4x4¼	Al	Top	25 Max.	2°A	⅛A	.006	.006	.006	Ch	2 COM	⅞	.025	.020	TC	TC	114
B40-4, B40-6, C40-4, C40-6, DSD400-4, B50-4, B50-6 C50-4, C50-6, DSD500-4, DSD500-6	Her WXC3	6-4¼x4½	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	92
B60-4, C55-4, C55, DR4, C60-4, C60-6, DSD550, DR4, DSD600-4, DSD600-6	Her RXB	6-4½x5¼	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	103
B70-4, B70-6, C70-4, DSD700-4, DSD700-6	Her RXB	6-4½x5¼	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	103
B80-4, B80-6, C80-4, C80-6, DSD800-4, DSD800-6	Her RXC	6-4⅝x5¼	Al	Top	25 Max.	2°A	¾A	.010	.006	.010	Ch	8 COM	18mm	.025	.020	TC	TC	103
TH415-4, TH415-6, TH515-4, TH515-6	Her HXB	6-5x6	Al	Top	25 Max.	5°B	2B	.015	.010	.016	Ch	8 COM	18mm	.025	.020	TC	TC	105
TH420-4, TH420-6, DSD900-4, DSD900-6	Her HXD	6-5½x6	Al	Top	25 Max.	5°B	2B	.015	.010	.016	Ch	8 COM	18mm	.025	.020	TC	TC	105
B5-4x4, B6-4x4, B5-6x6, B6-6x6, B5-6x4, B6-6x4	Ford V8	8-3⅛x3¾	Al	Top	40 Max.	9½°B	....	Y	Y	Y	Ch	7 COM	18mm	.025	.020	TC	TC	95
TH520-4, TH520-6, DSD1000-4, DSD1000-6	Her HXE	6-5½x6	Al	Top	25 Max.	5°B	2B	.015	.010	.016	Ch	8 COM	18mm	.025	.020	TC	TC	105
LD1 (1937), CSA-4, CSB-4, C5-4, C6-4 (1937), C5-6, C-6 (1937)	Ford V8	8-3⅛x3¾	St	Top	40 Max.	.....	.....	Y	Y	Y	.....	.....	18mm	.025	YY	4°B	.....	100
LD2-4, E5-4, E5-6, E6-4, E6-6 (1938)	Ford V8	8-3⅛x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B	.....	100
LD3-4, F5-4, F6-4, F5-6, F6-6, OT2-4 (1939)	Ford 85	8-3⅛x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B	.....	100
FF5-4, FF6-4, FF5-6, FF6-6, OOT2-4 (1939)	Ford 95	8-3⅛x3¾	CA	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B	.....	100
H5-4, H6-4, H5-6, H6-6, LD4-4, OT3-4 (1940)	Ford 85	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B	.....	100
HH5-4, HH6-4, HH5-6, HH6-6, LLD4-4, OOT3-4 (1940)	Ford 95	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B	.....	100
J5-4, J6-4, J5-6, J6-6, LD5-4, OT4-4 (1941)	Ford 85	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B	.....	100
JJ5-4, JJ6-4, JJ5-6, JJ6-6, LLD5-4, OOT4-4 (1941)	Ford 95	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	H10	14mm	.025	YY	4°B	.....	100
LD6, P-4, LD6-4, OT5-4, M5-4, M6-4, M5-6, M6-6, M5-COE-4, M6-COE-4, M5-COE-6, M6-COE-6, (1942-43)	Ford 90	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B	.....	100
LLD6, P-4, LLD6-4, OOT5-4, MM5-4, MM6-4, MM5-6, MM6-6, MM5-COE-4, MM6-COE-4, MM5-COE-6, MM6-COE-6 (1942-43)	Ford 100	8-3⅛x3¾	St	Top	30-2000	TC	TC	Y	Y	Y	Ch	8 COM	14mm	.025	YY	4°B	.....	100
6LD6, P-4, 6LD6-4, 6OT5-4, 6M5-4, 6M6-4, 6M5-6, 6M6-6, 6M5-COE-4, 6M6-COE-4, 6M5-COE-6, 6M6-COE-6 (1942-43)	Ford 6-90	6-3.3x4.4	St	Top	30-2000	3°B	.....	.015	.015	.015	Ch	8 COM	14mm	.025	YY	4°B	.....	100
OSHKOSH																		
WLX	Her WXC2	6-4½x4½	Al	Top	26-2600	2°A	.....	.006	.006	.010	Ch	1 COM	⅞	.025	.020	.....	.....	95
JCB	Her JXC	6-3¾x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	Ch	1 COM	⅞	.025	.020	.....	.....	115
JD	Her JXD	6-4x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	Ch	1 COM	⅞	.025	.020	.....	.....	115
FD, FB-35, FB, W700	Her RXC	6-4⅝x5¼	Al	Top	26-2600	2°A	.....	.006	.006	.010	Ch	1 COM	⅞	.025	.020	.....	.....	110
B3S, B3D, WLD, W300, W2300	Her WXC3	6-4¼x4½	Al	Top	26-2600	2°A	.....	.006	.008	.010	Ch	1 COM	⅞	.025	.020	.....	.....	95
C3S, C3D, W400	Her YXC2	6-4⅝x4¾	Al	Top	26-2600	2°A	.....	.006	.006	.010	Ch	1 COM	⅞	.025	.020	.....	.....	95
FC-35, R3S, FS, FC, W500, W600	Her RXB	6-4½x5¼	Al	Top	26-2600	2°A	.....	.006	.006	.010	Ch	1 COM	⅞	.025	.020	.....	.....	110
BG3	Her HXB	6-5x6	Al	Top	35-1600	5°B	.....	.010	.010	.016	Ch	1 COM	⅞	.025	.020	.....	.....	100
GD	Her HXE	6-5½x6	Al	Top	35-1600	5°B	.....	.010	.010	.016	Ch	1 COM	⅞	.025	.020	.....	.....	115
W800	Her RXLD	6-4⅝x5¼	Al	Top	26-2600	2°A	.....	.006	.006	.010	Ch	1 COM	⅞	.025	.020	.....	.....	110
W-400	Her YXC3	6-4⅝x4¾	Al	Top	26-2600	2°A	.....	.006	.006	.010	Ch	1 COM	⅞	.025	.020	.....	.....	95
W-100	Her JXC	6-3¾x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	Ch	1 COM	⅞	.025	.020	.....	.....	115
W-200	Her JXD	6-4x4¼	Al	Top	26-2600	5°A	.....	.008	.008	.010	Ch	1 COM	⅞	.025	.020	.....	.....	115
W-900	Cum HB600	6-4⅞x6	CI	Top	55-	15°A	.....	.....	.025	.025	.....	.....	.....	.....	.....	.....	.....	.....
REO																		
1B4, 1D4	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
1B, 1D	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	3B	80
2L, 2B, 2D	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	3B	80
2B4, 2D4, 2L4	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
2H, 2J, 2K, 3H, 3J, 3K, 3M	Own	6-3½x5	Al	Top	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
4H, 4J, 4K, 4M	Own	6-3½x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80

CONTINUED ON PAGE 54

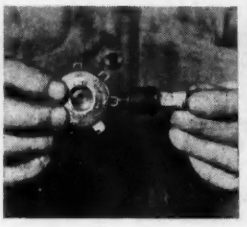
(CONTINUED) ENGINE SERVICE SP

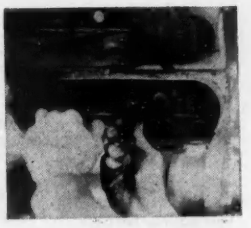
*—Severe Service .018
Al—Aluminum
As—Strut Type Aluminum
Aa—Anodized Aluminum
CA—Cast Alloy
CI—Cast Iron
St—Alloy Steel
TP—Tin Plated Cast Iron
C—Cold
Bot—Bottom
Top—Top
AC—AC
AL—Auto-Life
Ch—Champion
†—46 for AF240, AFP240, CCV100
▲—Iron Alloy for 1942 models
††—Commercial 8AB, 18mm. plugs for 1941 models; J9, 14mm for 1942 models
Q—Qts.

ABBREVIATIONS
Bud—Buda
Cat—Caterpillar
Con—Continental
Cum—Cummins
Her—Hercules
Lyc—Lycoming
Opt—Optional
Var—Variable
Wau—Waukesha
A—.019-.023

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	Exhaust	SPARK PLUG Make	Type	Size	Gap	Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
REO—Continued																		
6AP, 1A4, 1C4 (1936)	Own	6-3 1/16x4 1/8	Al	Top	30-2000	2°B	1/2B	.012	.008	.010	Ch	C7	18mm	.025	.020	3°B	1B	85
1A4H, 1C4H, 1B4, 1D4, 2D4M (1936)	Own	6-3 5/16x4 1/4	Al	Bot	40 Max.	5°B	2B	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	85
1B4H, 1D4H, 2D4MH, 2B4, 2D4, 2H5, 2J5, 3H5, 3J5 3K5, 3HR5, 3JR5, 3KR5 (1936)	Own	6-3 5/16x5	Al	Bot	40 Max.	TC	TC	.012	.008	.010	Ch	C7	18mm	.025	.020	10°B	4B	80
4H5, 4J5, 4K5 (1936-1937)	Bud K428	6-4 5/16x4 3/4	SS	Top	40-20	TC	TC	.006	.006	.010	Ch	C7	18mm	.025	.020	10°B		70
450, 475 (1937)	Own S140	4-3 1/16x4 3/8	Al	Top	35-20	TC	TC	.012	.008	.010	Ch	J7	14mm	.025	.020	5°B	1 1/16B	90
650, 675, 1A4, 1C4 (1937)	Own S209	6-3 1/16x4 3/8	Al	Top	35-20	2°B	1/2B	.012	.008	.010	Ch	J6	14mm	.025	.020	2°B	1/2B	80
1A4H, 1C4H, 1B4, 1D4 (1937)	Own S228	6-3 5/16x4 1/4	Al	Bot	35-20	5°B	2B	.012	.008	.010	Ch	J6	14mm	.025	.020	8 1/2°B	3 1/16B	80
1B4H, 1D4H (1937)	Own S3	6-3 5/16x5	Al	Bot	35-20	18°A	7 1/2A	.012	.008	.010	Ch	J6	14mm	.025	.020	8 1/2°B	3 1/16B	80
2B4, 2D4, 2H5, 2J5 (1937)	Own S3	6-3 5/16x5	Al	Bot	35-20	TC	TC	.012	.008	.010	Ch	J6	14mm	.025	.020	8 1/2°B	3 1/16B	80
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1937)	Own S5	6-3 5/16x5	Al	Top	35-20	TC	TC	.012	.008	.010	Ch	J6	14mm	.025	.020	8°B	3B	80
450, 450L, 475, 475L (1938)	Own S140	4-3 1/16x4 3/8	Al	Top	35-	2°B	1/2B	.....	.008	.012	Ch	J7	14mm	.025	.020	6°B	1 1/16B	85
650, 650L, 675, 675L, 1A4, 1C4, 1L5 (1938)	Own S209	6-3x4 3/8	Al	Top	35-	TC	TC	.....	.008	.012	Ch	J6	14mm	.025	.020	2°B	1 1/16B	85
1A4H, 1C4H, 1B4, 1D4, 1BM7, 2BM7 (1938)	Own S228	6-3 5/16x4 1/4	Al	Top	40-	5°B		.....	.008	.010	Ch	J6	14mm	.025	.020	8°B	3 1/16B	80
1B4H, 1D4H (1938)	Own S3L	6-3 5/16x5	Al	Top	40-	TC	TC	.....	.008	.010	Ch	J6	14mm	.025	.020	6°B	3 1/16B	80
2B4, 2D4, 2J5, 2H5, 2L4, 2L7M (1938)	Own S3	6-3 5/16x5	Al	Top	40-	8°B		.....	.008	.010	Ch	J6	14mm	.025	.020	8°B	3 1/16B	80
2L4H, 2L7MH, 3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1938)	Own S5	6-3 5/16x5	Al	Top	40-	TC	TC	.....	.008	.010	Ch	J6	14mm	.025	.020	8°B	3B	....
4H5, 4J5, 4K5, 3L6H (1938)	Bud K428	6-4 5/16x4 3/4	CI	Bot	30-	TC	TC	.....	.006	.006	Ch	C7	18mm	.025	.020	10°B	1B	70
19 (1940)	Own GC228	6-3 5/16x4 1/4	Al	Bot	40-	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3B	105
20, 21 (1940)	Own GC245	6-3 1/16x4 1/4	Al	Bot	40-	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3B	105
22 (1940) 21 (1942)	Own GC288	6-3 1/16x5	Al	Bot	40-	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3 1/16B	105
23 (1940) 22 (1942)	Own GC310	6-3 5/16x5	Al	Top	40-	5°B	2B	.012	.008	.010	Ch	H10	14mm	.032	.018	8°B	3 1/16B	105
4D19 (1941)	Bud 4DT226	4-3 3/4x5 1/16	Al	Top	30-40	TC	TC	.009	.009	.012	.....	.....	.....	.....	.....	.....	.....	390
6D19 (1941)	Bud 6DT294	6-3 5/16x4 3/4	Al	Top	30-40	20°B	.....	.009	.009	.012	.....	.....	.....	.....	.....	.....	.....	600
D20 (1941)	Bud 6DT317	6-3 5/16x5 1/16	Al	Top	30-40	20°B	.....	.009	.009	.012	.....	.....	.....	.....	.....	.....	.....	...
23H (1942)	Wauk6MKR	6-4 1/16x4 3/4	Al	Top	35-1500	8°A	3A	.004	.010	.012	Ch	C7	18mm	.025	.020	TC	TC	80
25 (1942)	Wauk6MZR	6-4 1/16x4 3/4	Al	Top	35-1500	8°A	3A	.004	.010	.012	Ch	C7	18mm	.025	.020	TC	TC	80
27 (1942)	Wauk6SRKR	6-4 5/16x5 1/8	Al	Top	40-1500	8°A	3A	.004	.010	.012	Ch	C7	18mm	.025	.020	TC	TC	90
STERLING																		
FB50 Del, FB60 Del, FB70 Del, FC90, FB70, FBT130	Wau 6BK	6-3 1/16x4 1/4	Al	Top	40-1500	TC	TC	.010	.010-.012	.014-.016	AC	86	18mm	.025	.....	.....	.....	112
FB80, FD90	Wau 6MK	6-4 1/16x4 3/4	Al	Top	40-1500	8°A	3A	.004	.008-.010	.014-.016	AC	86	18mm	.025	.....	.....	.....	80
FC100, FD97	Wau 6SRL	6-4 5/16x5 1/8	Al	Top	40-	10°A	3A	.004	.006-.009	.016-.018	AC	78	7/8	.025	.....	.....	.....	80
FDS180, FC135, FD115	Wau 6-125	6-4 5/16x5 1/8	CI	Top	40-	42°B	15B	.010	.010-.012	.018-.020	AC	85	18mm	.025	.....	.....	.....	96
FBT152	Wau 6MZ	6-4 1/16x4 3/4	Al	Top	40-	8°A	3A	.004	.008-.010	.014-.016	AC	86	18mm	.025	.....	.....	.....	80
FBT152	Wau 6-110	6-4x4 3/4	Al	Top	40-	1C°B	5B	.010	.010-.012	.014-.016	AC	D8	18mm	.025	.....	.....	.....	97
HC185, HC200, HC250, HC170, HCS210	Wau 6RB	6-5x5 1/4	CI	Top	40-	10°A	4A	.008	.006-.003	.010-.012	AC	76	7/8	.025	.....	.....	.....	76
MB75, MD75, MS75, MD85, MB85	Wau 6BZ	6-4x4 1/4	Al	Top	40-1500	5°A	2A	.010	.010-.012	.014 .016	AC	86	18mm	.025	.....	.....	.....	112
MB90, MD90	Wau 6MKR	6-4 1/16x4 3/4	Al	Top	40-1500	8°A	3A	.004	.008-.010	.014-.016	AC	86	18mm	.025	.....	.....	.....	90
JB90, JD90, HD105, HC105, HBT128, HWS128, HDS128	Wau 6MZR	6-4 1/16x4 3/4	Al	Top	40-1500	5°A	3A	.004	.008-.010	.014-.016	AC	86	18mm	.025	.....	.....	.....	99
HD110, HD115, HC115	Wau 6SRLR	6-4 5/16x5 1/8	Al	Top	40-1500	8°A	3A	.004	.008-.010	.016-.018	AC	86	7/8	.025	.....	.....	.....	96
JAD135, JD137, HD145, HD165, JC137, JC145, HC145, HC147, HC156, HC165, HC175, JDS160, JWS160, HWS235S, HDS235S, HCS225	Wau 6SRKR	6-4 5/16x5 1/8	Al	Top	40-1500	8°A	3A	.004	.008-.010	.016-.018	AC	78	7/8	.025	.....	.....	.....	95
HC185, HC200, HC250, HC255, HCS285, HCS300	Wau 6RBR	6-5x5 1/4	Al	Top	40-1500	10°A	4A	.008	.006-.008	.010-.012	AC	76	7/8	.025	.....	.....	.....	90
STEWART																		
40A (1938)	Con F4162	4-3 1/16x4 1/8	CI	Top	40-2800	.....	.....	.010	.010	.014	Ch	7 COM	18mm	.025	.025	TC	TC	106
60A (1938)	Con F6170	6-3x4	CI	Top	40-2800	2°B	1/2B	.010	.010	.014	Ch	7 COM	18mm	.025	.025	.....	.....	.....
61A (1938)	Con F6218	6-3 1/4x4 3/8	CI	Top	40 2800	2°B	1/2B	.012	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	97
45A, 45AS (1938)	Wau 6ZKA	6-3 5/8x4 1/8	CI	Top	40-2800	8°A	2A	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	111
47A, 50A, 50AS (1938)	Wau 6BM	6-3 5/8x4 1/4	Al	Top	40-2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	111
49A (1938)	Wau 6BK	6-3 5/16x4 1/4	Al	Top	45-2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	112
51A (1938)	Con E602	6-4 1/8x4 1/4	Al	Top	45-2800	TC	TC	.017	.017	.017	Ch	7 COM	18mm	.025	.025	TC	TC	102
58A (1938)	Wau 6MZ	6-4 1/4x4 3/8	Al	Top	40-2800	8°A	3A	.010	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	90
38-8, 31X (1938)	Wau 6SRK	6-4 5/8x5 1/8	Al	Top	45-2200	10°A	3A	.010	.012	.018	Ch	2 COM	7/8	.025	.025	.....	.....	80
45GL (1938)	Wau 6BL	6-3 1/2x4 1/4	CI	Top	40-2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	111
49A (1941-42)	Wau 6BZ	6-4x4 1/4	Al	Top	40-2800	TC	TC	.010	.010	.016	Ch	7 COM	18mm	.025	.025	.....	.....	112
58A, 59A (1941-42)	Wau 6MZR	6-4 1/4x4 3/8	Al	Top	40-2800	8°A	3A	.010	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	90
38A (1941-42)	Wau 6SRKR	6-4 5/8x5 1/8	Al	Top	40-2800	10°A	3A	.010	.012	.018	Ch	7 COM	18mm	.025	.025	.....	.....	80
STUDEBAKER																		
12, T4, T6, T8	Own	6-3 1/4x4 5/8	CI	Top	20 Min.	5°A	1 1/16A	.010	.006	.010	Ch	7	18mm	.025	.020	1°B	.....	70
2T2, 2M2, 2TB2 (1936)	Own	6-3 1/4x4 3/8	CI	Top	20 Min.	5°B	.....	.020	.016	.016	Ch	8	18mm	.025	D	2°B	1B	....
2W6 2M6, 2MB6 (1936)	Wau 6BM	6-3 5/8x4 1/4	Al	Top	20 Min.	TC	TC	.010	.012	.014	Ch	7	18mm	.025	D	TC	TC	....
2W7 (1936)	Wau 6BK	6-3 5/16x4 1/4	Al	Top	20 Min.	TC	TC	.010	.012	.014	Ch	7	18mm	.025	D	TC	TC	....
W8, 2W8 (1936)	Wau 6-110	6-4x4 3/4	Al	Top	20 Min.	15°B	.....	.010	.012	.016	Ch	6M	18mm	.025	D	3°B	1B	80
J6 (1937)	Own	6-3 1/4x4 3/8	Al	Top	40 Min.	5°B	1 1/16B	.020	.016C	.016C	Ch	8	18mm	.025	.020	2°B	3/4B	101
J15, J15M, J15B (1937)	Own	6-3 1/4x4 3/8	CI	Top	20 Min.	5°B	1 1/16B	.020	.016C	.016C	Ch	7B	18mm	.025	.020	2°B	3/4B	101
J20, J20M, J20B (1937)	Her JXB	6-3 5/8x4 1/4	Al	Top	35 Min.	2°A	1/2A	.010	.008	.010	Ch	2 COM	7/8	.025	.020	TC	TC	96
J25, J25M, J25B (1937)	Her JXD	6-4x4 1/4	Al	Top	35 Min.	5°A	1 1/16A	.010	.006	.006	Ch	1 COM	7/8	.025	.020	TC	TC	95
K30, K30M, J30, J30M (1937-38)	Her WXC3	6-4 1/4x4 1/8	Al	Top	35 Min.	2°A	1/2A	.010	.006	.006	Ch	1 COM	7/8	.025	.020	TC	TC	90
K5 (1938)	Own T	6-3 1/16x4 3/8	Al	Top	40 Min.	15°B	5 1/2B	.020	.016C	.016C	Ch	8A	18mm	.025	D	2°B	3/4B	95
K10 (1938-40)	Own OT	6-3 1/16x4 3/8	Al	Top	40 Min.	2 °B	1B	.020	.016C	.016C	Ch	8A	18mm	.025	D	2°B	3/4B	95
K15, K15B, K15M (1938-40)	Own IT	6-3 1/16x4 3/8	Al	Top	40 Min.	15°B	5 1/2B	.020	.016C	.016C	Ch	8A	18mm	.025	D	2°B	3/4B	95
K20, K20M, K20MB (1938-40)	Her HXB	6-3 5/16x4 1/4	Al	Top	35 Min.	2°A	1/2A	.010	.006	.006	Ch	7	18mm	.025	D	TC	TC	95
K25, K25M, K25MB (1938-40)	Her JXD	6-4 1/4	Al	Top	35 Min.	5°A	1 1/2A	.010	.006	.006	Ch	7	18mm	.025	D	TC	TC	95
M5 (1941-42)	Own	6-3x4	Al▲	Top	40 Min.	15°B	.....	.020	.016	.016	Ch	J8B	14mm	.025	D	2°B	.....	105
M15 (1941-42)	Own	6-3x4	Al▲	Top	40 Min.	15°B	.....	.020	.016	.016	Ch	J8B	14mm	.025	D	2°B	.....	105
M16 (1941-42)	Own	6-3 1/16x4 3/8	Al▲	Top	40 Min.	15°B	.....	.020	.016	.016	Ch	††	††	.025	D	2°B	.....	105
WALTER																		
FND	Wau 6MK	6-4 1/16x4 3/4	CI	Top	40-1500	8°A	3A	.010	.010	.014	AC	.....	14mm	.025	.020	25°A	.....	....
FMD	Wau 6SRL	6-4 5/16x5 1/8	Al	Top	50-1500	10°A	3A	.010	.010	.018	AC	.....	7/8	.025	.020	25°A	.....	....
FKMD, FCKD, FCS	Wau 6SRK	6-4 5/16x5 1/8	Al	Top	50-1500	10°A	3A	.010	.010	.018	AC	.....	1/2	.025	.020	25°A	.....	....
FBS, FBRS	Wau 6RB	6-5x5 1/4	Al	Top	40-1500	10°A	4A	.010	.010	.015	AC	.....	7/8	.025	.020	25°A	.....	....

SPECIFICATIONS





ABBREVIATIONS

S—.023-.028
B—If spark plug is J9 (14mm), breaker point gap is .018-.022
Z—.018-.022
ZZ—.025-.030
V—.012-.014
V—.011-.012C
YY—.014-.016
SS—Semi-Steel
COM—Commercial
H—.015-.025
HH—.013-.015C
E—.018-.020
D—.018-.024
K—.020-.025
M—5°B for CC450, 3°B for CF450
P—.018-.023
R—.028-.032
T—.025-.028

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After °TC	Intake Valve Opens B-Before A-After Flywheel Teeth TC	Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted) Intake	OPERATING TAPPET CLEARANCE (Hot unless noted) Exhaust	SPARK PLUG Make	SPARK PLUG Type	SPARK PLUG Size	SPARK PLUG Gap	Breaker Point Gap	Spark Occurs °TC A-After B-Before	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
WALTER—Continued																		
FN (1940-42)	Wau 6MKR	6-4½x4¾	Al	Top	40-1500	8°A	3A	.004	.008-10	.014-16			18mm	.025	.018			80
FM (1940-42)	Wau 6SRLR	6-4⅝x5⅛	Al	Top	40-1500	8°A	3A	.004	.008-10	.014-16			⅞	.025	.018			90
FKM, FCK (1940-42)	Wau 6SRKR	6-4⅝x5⅛	Al	Top	40-1500	8°A	3A	.004	.008-10	.016-18			⅞	.025	.018			90
FB, FBR (1940-42)	Wau 6RBR	6-5x5¼	Al	Top	40-1500	10°A	4A	.008	.006-8	.010-12			⅞	.025	.018			90
FXB, FXR (1942)	Her HXE	6-5¼x6	Al	Top	35-1600	5°B	Var	.010	.010	.016	Ch	O	⅞	.025	.020	TC	TC	....
WHITE																		
54, 54A, 58S, 59, 59A, 64, 640, 641, 642, 643	Own 1A	6-4⅜x5¼	Al	Top	40-2400	TC	TC	.032	.020	.032	AC	E	⅞	P	A	8°A	3A	78
60, 601C, 601, 602, 61	Own 2A	6-3½x4½	Al	Top	40-2400	TC	TC	.015	.015	.015	AC	E	⅞	P	A	TC	TC	....
65, 51AS, 58S, 59A, 620, 621, 63, 630, 631, 65K	Own 3A	6-4x5¼	Al	Top	40-2400	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	81
61, 611, 612, 612K, 618, 618K	Own 4A	6-3¾x4½	Al	Top	40-2400	TC	TC	.015	.015	.015	AC	E	⅞	P	A	TC	TC	106
54, 640, 640K, 641, 641K, 642, 643, 691	Own 5A	6-4⅜x5¼	Al	Top	40-2500	10½°B	4B	.032	.020	.032	AC	D	18mm	P	A	TC	TC	83
65, 620, 620K, 621, 621K, 630, 630K, 631, 631K	Own 7A	6-4⅛x5¼	Al	Top	40-2100	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	....
701, 702, 707	Own 8A	6-3⅞x4⅝	Tp	Top	40-2600	5°A	1½A	.010	.010	.018	AC	W	18mm	S	A	5°B	1½B	....
712, 718	Own 9A	6-3⅛x4½	Tp	Top	40-2400	TC	TC	.010	.012	.020	AC	K	14mm	P	A	6°B	2B	121
730, 731	Own 10AB	12-3⅝x3¾	Tp	Top	40-2400	10°B	4B	.010	.010	.016	AC	K	14mm	P	A	8°B	3B	115
703, 704, 704K, 709, 705, 805, 809	Own 11A	6-3⅞x4½	Tp	Top	40-2600	10°B	3½B	.010	.012	.018	AC	K	14mm	T	D	7°B	4B	105
686	Own 12A	12-3⅛x3¾	Tp	Top	40-2400	10°B	3½B	.010	.010	.016	AC	K	14mm	P	A	8°B	2½B	116
730, 731	Own 12AB	12-3⅛x3¾	Tp	Top	40-2400	10°B	4B	.010	.010	.016	AC	K	14mm	P	A	8°B	3B	116
704K2, 712SL, 706, 710, 810 (1936-37)	Own 13A	6-3⅛x4½	Tp	Top	40-2400	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	121
720, 720T (1936)	Own 14A	6-4x5¼	Al	Top	40-2400	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	92
722 (1936)	Own 15A	6-4⅛x5¼	Al	Top	40-2200	TC	TC	.032	.020	.025	AC	E	⅞	P	A	TC	TC	92
700, 700K (1937)	Own 21A	6-3⅞x4½	Tp	Top	40-2600	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	116
712NS, 718NS, 706M, 812, 818 (1937)	Own 16A	6-3⅞x4½	Tp	Top	40-2400	10°B	3½B	.010	.012	.020	AC	K	14mm	P	A	12°B	4B	105
820, 720	Own 18A	6-4⅛x5¼	Al	Top	40 Max.	TC	TC	....	.020	.025	AC	E6	14mm	.025	.013	TC	TC	....
750, 750T, 850	Own 20A	6-3⅞x5⅛	Al	Top	35 Max.	15°B	....	....	0	0	Ch	J10	14mm	.025	.021	7°B	....	110
784, 786, 788, 798	Own 24A	12-4⅛x4¼	Al	Top	40 Max.	10°B	....	....	0	0	Ch	J10	14mm	.025	.015	3°B	....	110
722, 822	Own 25A	6-4⅝x5¼	Al	Top	40 Max.	TC	TC	....	.020	.025	AC	44	14mm	.025	.018	TC	TC	....
706, 710, 718, 810, 818	Own 30A	6-3⅞x4½	Al	Top	35 Max.	15°B	....	....	0	0	Ch	J10	14mm	.025	.018	1½B	....	110
706, 706M, 708, 710, 718, 810, 818 (1940)	Own 30A	6-3⅞x4½	Al	Top	35 Max.	15°B	....	....	0	0	Ch	J10	14mm	.025	.018	1½B	....	110
White Horse (1940)	Own 32A	4-3⅝x3⅝	CI	Bot	40 Max.	....	....	....	0	0	Ch	J5	14mm	.025	.020	12°B	....	....
804, 1010, 510 (1940)	Own 29A	6-3⅝x4¼	Al	Top	25 Max.	2°B	....	.010	.006	.006	Ch	J8	14mm	.030	.020	TC	TC	....
1012 (1940)	Own 33A	6-4¼x4¼	Al	Top	25 Max.	2°B	....	.010	.006	.006	Ch	J8	14mm	.030	.020	TC	TC	....
WA14, WA114	Own 100A	6-3⅞x4½	Al	Top	35 Max.	15°B	....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	....	127
WA18, WA118	Own 110A	6-3⅞x4½	Al	Top	35 Max.	15°B	....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	....	117
WA20, W120, WA2064, WA16	Own 120A	6-3⅞x4½	Al	Top	35 Max.	15°B	....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	....	112
WA22, WA26, WA34, WA122, WA126, WA134, WA2284	Own 140A	6-3⅞x5⅛	Al	Top	35 Max.	15°B	....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	....	112
White Horse (1941)	Own 35A	4-3⅝x3½	CI	Bot	40-2000	....	....	....	0	0	Ch	J8	14mm	.030	.020	11 °B	....	....
782	Own 140TA	6-3⅞x5⅛	Al	Top	35 Max.	15°B	....	0	0	0	Ch	JC10	14mm	.025	.018	7°B	....	112
WILLYS																		
38, 48, 440P	Own	4-3⅛x4⅜	CS	Top	30-30	TC	TC	.010	.004	.006	Ch	C7	18mm	.025	.020	5°A	1½A	87
440	Own	4-3⅛x4⅜	Al	Top	75-30	9°B	2½B	.020	.014	.014	Ch	J8	18mm	.030	.020	TC	TC	107
441, 441P	Own	4-3⅛x4⅜	Al	Top	75-30	9°B	2½B	.020	.014	.014	Ch	J9	18mm	.030	.020	TC	TC	107
442, 442P	Own	4-3⅛x4⅜	TP	Top	75-30	9°B	2½B	.020	.014	.014	Ch	J9	18mm	.030	.020	TC	TC	107

ENGINES

BUDA

	HP205	4-3⅛x4½	CI	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	87
	HP217	4-3⅛x4¾	CI	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	94
	HP260	6-3⅛x4½	CI	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	87
	HP298	6-3⅜x4½	CI	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	87
	HP326	6-3⅛x4¾	Al	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	103
	HP351	6-3⅛x5⅛	Al	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	103
	K369	6-4⅛x4¾	SS	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	87
	K393	6-4⅛x4¾	CI	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	89
	K428	6-4⅜x4¾	Al	Top	40-1400	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	102
	L525	6-4½x5½	CI	Top	40-1600	TC	TC	.006	.006	.009	AC	87	18mm	.025	.018	....	....	87
	LO525	6-4½x5½	Al	Top	40-1600	10°B	....	.009	.009	.018	AC	K7	18mm	.025	.018	....	....	93
	GF638	6-4¾x6	CI	Top	35-1400	5°B	....	.010	.010	.016	AC	87	18mm	.025	.018	....	....	87
	M756	6-5x6½	Al	Top	35-1200	10°B	....	.015	.010	.016	AC	87	18mm	.025	.018	....	....	93
	4DT212	4-3⅝x5⅛	Al	Top	40-1600	20°B	....	.009	.009	.012	....	Diesel	....	....	....	....	....	398
	4DT226	4-3¾x5½	Al	Top	40-1600	TC	TC	.009	.009	.012	....	Diesel	....	....	....	....	....	390
	6DT278	6-3⅝x4½	Al	Top	40-1600	20°B	....	.009	.009	.012	....	Diesel	....	....	....	....	....	....
	6DT294	6-3⅝x4¾	Al	Top	40-1600	20°B	....	.009	.009	.012	....	Diesel	....	....	....	....	....	600
	6DT317	6-3⅝x5½	Al	Top	40-1600	12°B	....	.009	.009	.012	....	Diesel	....	....	....	....	....	....
	6DT389	6-3⅞x5½	Al	Top	35-1600	12°B	....	.009	.009	.012	....	Diesel	....	....	....	....	....	....
	6DT468	6-4¼x5½	Al	Top	35-1600	12°B	....	.009	.009	.012	....	Diesel	....	....	....	....	....	....
	6DH691	6-4¾x8½	Al	Top	35-1600	15°B	....	.015	.009	.012	....	Diesel	....	....	....	....	....	....
CONTINENTAL																		
	C400	4-3⅜x4	Tp	Top	35-2500	....	....	.012	.010C	.010C	....	....	18mm	....	....	....	....	100
	F6170	6-3x4	Tp	Top	30-2000	....	....	.014	.014C	.014C	....	....	18mm	....	....	....	....	....
	F6199	6-3⅛x4	Tp	Top	30-2000	....	....	.014	.014C	.014C	....	....	18mm	....	....	....	....	....
	F6209	6-3⅛x4⅜	Tp	Top	30-2000	....	....	.014	.014C	.014C	....	....	18mm	....	....	....	....	85
	F6218	6-3⅛x4⅜	Tp	Top	30-2000	....	....	.014	.014C	.014C	....	....	18mm	....	....	....	....	97
	A6244	6-3⅛x4⅜	Al	Top	50-2500	....	....	.014	.014C	.014C	....	....	18mm	....	....	....	....	114
	20C	6-3⅝x4⅜	Al	Top	35 Max.	....	....	.012	.008	.010	....	....	⅞	....	....	....	....	83
	E600	6-3⅛x4½	Tp	Top	40-2600	....	....	.018	.018C	.022C	....	....	18mm	....	....	....	....	102
	E601	6-3⅞x4½	Tp	Top	40-2600	....	....	.018	.018C	.022C	....	....	18mm	....	....	....	....	97
	E602	6-4⅛x4½	Tp	Top	40-2600	....	....	.018	.018C	.022C	....	....	18mm	....	....	....	....	102
	E603	6-4¼x4½	Tp	Top	40-2600	....	....	.018	.018C	.022C	....	....	18mm	....	....	....	....	99
	20R	6-4¼x4¾	Al	Top	30-2300	....	....	.014	.013C	.018C	....	....	18mm	....	....	....	....	80
	21R	6-4⅜x4¾	Al	Top	30-2300	....	....	.014	.013C	.018C	....	....	18mm	....	....	....	....	78
	22R	6-4½x5¼	Al	Top	30-2300	....	....	.014	.013C	.018C	....	....	18mm	....	....	....	....	78

CONTINUED ON PAGE 56

(CONTINUED) ENGINE SERVICE SPECIFICATIONS

TRUCK MAKE AND MODEL	Engine Make and Model	Number of Cylinders, Bore and Stroke	Piston Material	Connecting Rods Removed From	Normal Oil Pressure Lb. at M.P.H. or R.P.M.	Intake Valve Opens B-Before A-After		Intake Tappet Clearance for Valve Timing	OPERATING TAPPET CLEARANCE (Hot unless noted)		SPARK PLUG				Breaker Point Gap	Spark Occurs °TC B-Before A-After	Spark Occurs Fly-Wheel Teeth °TC B-Before A-After	Comp. Pressure at Cranking Speed
						°TC	Flywheel Teeth TC		Intake	Exhaust	Make	Type	Size	Gap				
CONTINENTAL—Continued																		
	Y4089	4-2½x3¼	CI	Top	35-40			.012	.012C	.012C			18mm					105
	Y4091	4-2½x3¼	CI	Top	35-40			.012	.012C	.012C			18mm					105
	F4124	4-3x4½	Tp	Top	35-40			.014	.014C	.014C			18mm					105
	F4140	4-3⅛x4½	Tp	Top	35-40			.014	.014C	.014C			18mm					105
	F4162	4-3⅛x4½	Tp	Top	35-40			.014	.014C	.014C			18mm					105
	M6271	6-3½x4½	Tp	Top	55-1200			.0175	.017C	.022C			18mm					99
	M6290	6-3½x4½	Tp	Top	55-1200			.0175	.017C	.022C			18mm					101
	M6330	6-4x4½	Tp	Top	55-1200			.0175	.017C	.022C			18mm					...
	M6253	6-3½x4½	Tp	Top	55-1200			.0175	.017C	.022C			18mm					128
	B6371	6-4⅛x4½	Al	Top	13-300			.022	.017C	.025C			18mm					122
	B6405	6-4⅛x4½	Al	Top	13-300			.022	.017C	.025C			18mm					124
HERCULES																		
	ZXA	4-2½x3	CI	Top	15-1000	5°A	Var	.006	.006	.008			14mm	.025	.020	TC	TC	Opt
	ZXB	4-2½x3	CI	Top	15-1000	5°A	Var	.006	.006	.008			14mm	.025	.020	TC	TC	Opt
	IX	4-2½x4	CI	Top	15-1000	5°A	Var	.006	.006	.008			18mm	.025	.020	TC	TC	Opt
	IXF	4-2¾x4	CI	Top	15-1000	5°A	Var	.006	.006	.008			⅞	.025	.020	TC	TC	Opt
	IXA	4-3x4	Var	Top	15-1000	5°A	Var	.006	.006	.008			⅞	.025	.020	TC	TC	Opt
	IXK	4-3¼x4	CI	Top	15-1000	5°A	Var	.006	.006	.008			⅞	.025	.020	TC	TC	Opt
	IXB	4-3¼x4	Var	Top	15-1000	5°A	Var	.006	.006	.008			⅞	.025	.020	TC	TC	Opt
	OOA	4-3½x4½	Var	Top	15-1000	5°A	Var	.010	.008	.012			⅞	.025	.020	TC	TC	Opt
	OOB	4-3½x4½	Var	Top	15-1000	5°A	Var	.010	.008	.012			⅞	.025	.020	TC	TC	Opt
	OOC	4-4x4½	Var	Top	15-1000	5°A	Var	.010	.008	.012			⅞	.025	.020	TC	TC	Opt
	QXA	6-3¼x4½	Var	Top	26-1600	5°B	Var	.010	.006	.008			⅞	.025	.020	TC	TC	Opt
	QXB	6-3¼x4½	Var	Top	26-1600	5°B	Var	.010	.006	.008			⅞	.025	.020	TC	TC	Opt
	QXC	6-3⅜x4½	Var	Top	26-1600	5°B	Var	.010	.006	.008			⅞	.025	.020	TC	TC	Opt
	QXD	6-3⅜x4½	Al	Top	26-1600	5°B	Var	.010	.006	.008			⅞	.025	.020	TC	TC	Opt
	JXA	6-3½x4¼	Var	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	JXF	6-3⅜x4¼	Al	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	JXG	6-3½x4¼	Al	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	JXE3	6-3½x4¼	Al	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	JXB	6-3⅝x4¼	Var	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	JXC	6-3⅝x4¼	Var	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	JXD	6-4x4¼	Var	Top	26-1600	5°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	WXC	6-4x4½	Var	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	WXC2	6-4½x4½	Var	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	WXC3	6-4¼x4½	Var	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	WXLC	6-4x4¼	Al	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	WXLC3	6-4¼x4¼	Al	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	YXC	6-4 x4¾	Var	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	YXC2	6-4½x4¾	Var	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	YXC3	6-4¼x4¾	Var	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	RXB	6-4½x5¼	Al	Top	26-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	RXC	6-4½x5¼	Al	Top	36-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	RXLC	6-4½x5¼	Var	Top	36-1600	2°A	Var	.010	.006	.010			⅞	.025	.020	TC	TC	Opt
	RXLD	6-4¾x5¼	Var	Top	36-1600	2°A	Var	.010	.008	.010			⅞	.025	.020	TC	TC	Opt
	HXB	6-5x6	Al	Top	35-1600	5°B	Var	.015	.010	.016			⅞	.025	.020	TC	TC	Opt
	HXC	6-5¼x6	Al	Top	35-1600	5°B	Var	.015	.010	.016			⅞	.025	.020	TC	TC	Opt
	HXD	6-5½x6	Al	Top	35-1600	5°B	Var	.015	.010	.016			⅞	.025	.020	TC	TC	Opt
	HXE	6-5¾x6	Var	Top	35-1600	5°B	Var	.015	.010	.016			⅞	.025	.020	TC	TC	Opt
	DOOB	4-3¾x4½	Al	Top	30-1200	12°B	Var	.010	.010	.010		Die	sel					500
	DOOC	4-4x4½	Al	Top	30-1200	12°B	Var	.010	.010	.010		Die	sel					500
	DOOD	4-4¼x4½	Al	Top	30-1200	12°B	Var	.010	.010	.010		Die	sel					500
	DJXB	6-3¼x4½	Al	Top	45-2000	12°B	Var	.010	.010	.010		Die	sel					475
	DJXC	6-3¾x4½	Al	Top	45-2000	12°B	Var	.010	.010	.010		Die	sel					475
	DRXB	6-4⅛x5¼	Al	Top	30-1200	12°B	Var	.016	.010	.016		Die	sel					475
	DRXC	6-4⅝x5¼	Al	Top	30-1200	12°B	Var	.016	.010	.016		Die	sel					475
	DHXB	6-5x6	Al	Top	30-1200	5°B	Var	.015	.010	.016		Die	sel					475
	DFXB	6-5x6	Al	Top	40-1200	5°B	Var	.015	.010	.016		Die	sel					475
	DHXC	6-5¼x6	Al	Top	30-1200	5°B	Var	.015	.010	.016		Die	sel					475
	DFXC	6-5¼x6	Al	Top	40-1200	5°B	Var	.015	.010	.016		Die	sel					475
	DFXD	6-5½x6	Al	Top	40-1200	5°B	Var	.015	.010	.016		Die	sel					475
WAUKESHA																		
	6BK	6-3¾x4¼	Al	Top	40-1500	5°A	1½A	.010	.010-12C	.014-16C	Opt		18mm	.025	.018	Var		112
	6MS	6-3⅝x4¾	CI	Top	40-1500	8°A		.004	.008-12C	.012-14C	Opt		18mm	.025	.018	Var		86
	6ML	6-4x4¾	CI	Top	40-1500	8°A	3A	.004	.008-10C	.014-16C	Opt		18mm	.025	.018	Var		89
	6MK	6-4¼x4¾	CI	Top	40-1500	8°A	3A	.004	.008-10C	.014-16C	Opt		18mm	.025	.018	Var		80
	6MZ	6-4¼x4¾	CI	Top	40-1500	8°A	3A	.004	.008-10C	.014-16C	Opt		18mm	.025	.018	Var		90
	6SRL	6-4⅝x5¼	CI	Top	40-1500	10°A	3A	.004	.008-10C	.016-18C	Opt		⅞	.025	.018	Var		90
	6SRK	6-4⅝x5¼	Var	Top	40-1500	10°A	3A	.004	.008-10C	.016-18C	Opt		⅞	.025	.019	Var		90
	6AB	6-4½x5¼	CI	Top	40-1500	10°A		.008	.004-06C	.008-10C	Opt		⅞	.025	.018	Var		76
	6RB	6-5x5¼	Al	Top	40-1500	10°A	4A	.008	.006-08C	.010-12C	Opt		⅞	.025	.018	Var		90
	6BL	6-3¾x4¼	Al	Top	40-1500	5°A	1½A	.010	.010-12C	.014-16C	Opt		18mm	.025	.018	Var		112
	6-90	6-3⅝x4¾	Al	Top	40-1500	5°B		.010	.010-12C	.014-16C	Opt			.025	.018	Var		98
	6-110	6-4x4¾	Al	Top	40-1500	15°B	5B	.009	.010-12C	.014-16C	Opt		18mm	.025	.018	Var		97
	6-125	6-4⅜x5¼	Al	Top	40-1500	42°B	15B	.008	.010-12C	.018-20C	Opt		18mm	.025	.018	Var		96
	6SRS	6-4¼x5¼	CI	Top	40-1500	10°A		.004	.008-10C	.016-18C	Opt		⅞	.025	.018	Var		80
	6BA	6-3¾x4¼	CI	Top	40-1500	TC	TC	.010	.010-12C	.012-14C	Opt		18mm	.025	.018	Var		112
	6BM	6-3¾x4¼	Al	Top	40-1500	5°A	1½A	.010	.010-12C	.014-16C	Opt		18mm	.025	.018	Var		112
	6ZKA	6-3¾x4¼	CI	Top	40-1500	8°A	2A	.004	.008-10C	.012-14C	Opt		18mm	.025	.018	Var		111
	6GAL	6-5x5½	CI	Top	40-1500	TC	TC	.008	.015-17C	.024-26C	Opt		18mm	.025	.018	Var		112
	6GAK	6-5½x5½	CI	Top	40-1500	TC	TC	.008	.015-17C	.024-26C	Opt		18mm	.025	.018	Var		112
	6BKH	6-3¾x4¼	Al	Top	40-1500	5°A	2A	.006	.010-12C	.018-20C	Opt		18mm	.025	.018	12°B		135
	6BZ	6-4x4¼	Al	Top	40-1500	5°A	1½A	.010	.010-12C	.014-16C	Opt		18mm	.025	.010	Var		112
	6WAL	6-5¼x6½	Al	Top	40-1500	TC	TC	.012	.018-20C	.025-27C	Opt		18mm	.025	.018	Var		85
	6WAK	6-6¼x6½	Al	Top	40-1500	TC	TC	.012	.018-20C	.025-27C	Opt		18mm	.025	.018	Var		85
	6WALH	6-5¾x6½	Al	Top	40-1500	TC	TC	.012	.018-20C	.025-27C	Opt		18mm	.025	.018	17°		125
	6WAKH	6-6¼x6½	Al	Top	40-1500	TC	TC	.012	.018-20C	.025-27C	Opt		18mm	.025	.018	17°		125
	6MKR	6-4¼x4¾	Al	Top	40-1500	8°A	3A	.004	.008-010	.014-016	Opt		18mm	.025	.018	Var		80
	6MZR	6-4¼x4¾	Al	Top	40-1500	8°A	3A	.004	.008-010	.014-016	Opt		18mm	.025	.018	Var		90
	6SRLR	6-4⅝x5¼	Al	Top	40-1500	8°A	3A	.004	.008-010	.014-018	Opt		⅞	.025	.018	Var		90
	6SRKR	6-4⅝x5¼	Al	Top	40-1500	8°A	3A	.004	.008-010	.014-018	Opt		⅞	.025	.018	Var		90
	6RBR	6-5x5¼	Al	Top	40-1500	10°A	4A	.008	.006-009	.010-012	Opt		18mm	.025	.018	Var		90
	130HS, 130GS	4-3¾x5	CI	Top	40-1500	5°A	1½A	.012	.009-11C	.014-16C	Opt		18mm	.025	.018	16°B		130
	130HL, 130GL	4-4x5	CI	Top	40-1500	5°A	1½A	.012	.009-11C	.014-16C	Opt		18mm	.025	.018	16°B		130
	140HS, 140GS	6-4¼x5½	Al	Top	40-1500	5°A	1¾A	.010	.010-12C	.016-18C	Opt		18mm	.025	.018	16°B		130
	140HK,140GK	6-4¼x5½	Al	Top	40-1500	5°A	1¾A	.010	.010-12C	.016-18C	Opt		18mm	.025	.018	16°B		130
	145HS 145GS	6-4¾x6	Al	Top	40-1500	5°A	4A	.006	.003-11C	.024-26C	Opt		18mm	.025	.018	16°B		130
	145HK,145GK	6-5¼x6	Al	Top	40-1500	5°A	4A	.006	.003-11C	.024-26C	Opt		18mm	.025	.018	16°B		130

RECOMMENDED WEAR LIMITS

For Engine Bearings, Timken Axles and Brakes, and for Parts of Various Types of Service Brakes; Also Oil Clearances

Bearing Tolerances and Oil Clearances

Strict adherence to recommended bearing tolerances and oil clearances will do much to prolong the life of critical materials used in connecting rod, main and camshaft bearings. Federal-Mogul Corp. gives the following service recommendations for prolonged bearing life.

TOLERANCES

CRANKSHAFT—A shaft worn to the extent that the bearing surfaces are ridged and scored, is unfit for use and must be reground.

Journals: Should not be more than .003 in. out of alignment.

Crankpins: Should not be more than .002 in. out-of-round. If main journals or crankpins exceed these tolerances, the shaft is unfit for further use and must be reground.

CRANKCASE—Bearing Saddle Bores: Must be round within .002 in. and in true alignment lengthwise for use with precision insert main bearings.

MAIN BEARINGS—Spread (width across the open ends) should exceed the crankcase bore diameter by .005 in. to .020 in., depending on the thickness and structural stiffness of the bearing.

CONNECTING RODS—Crankpin bearing bore and the piston pin bushing bore must be parallel with each other within .001 in. in 6 in., and the twist between these bores must not exceed .001 in. in 6 in.

Rod Bore: Must be round within .002 in.

Rod Bearings: Spread (width across the open ends) should exceed the rod bore diameter by .005 in. to .020 in., depending on the thickness and structural stiffness of the bearings. The Ford V8 rod bearings are exceptions to this rule.

Ford Rod Bearings: It is preferable that bearings be truly round and smaller at every point in the circumference than the rod bore. The correct distance across the open ends of the various Ford bearings are as follows:

1937-39 Model 60—1.797 in. desired to 1.802 in.
1940 Model 60—1.898 in. desired to 1.908 in.
1936-38 Model 85—2.217 in. desired to 2.227 in.
1939-42 Model 91—2.217 in. desired to 2.227 in.
1939-42 Mercury—2.357 in. desired to 2.367 in.

CAMSHAFT BEARINGS—After an engine has used up two sets of main and connecting rod bearings, the camshaft bearings are a potential source of trouble due to wear and should be replaced.

OIL CLEARANCES

CONNECTING RODS—End clearances of bearings are recommended as follows:

Diameter of Crankshaft Journal	Clearance
2 to 2¾ in.	.004/.006 in.
2 13/16 to 3½ in.	.006/.008 in.
Over 3½ in.	.008/.010 in.

CRANKSHAFT—End clearances at the thrust bearings should be the same as given for connecting rod end clearances.

MAIN and CONNECTING ROD BEARINGS: Oil clearances for pressure (force feed) lubrication are recommended as follows:

CLEARANCES

Dia. of Crankshaft Journal or Crankpin	Tin Base Babbitt or Bermax High Lead Babbitt	Genuine Cadmium Silver Copper	Federaloy B-30 Copper Lead
2 to 2¾	.0015	.0020	.0025
2 13/16 to 3½	.0025	.0030	.0035
3 9/16 to 4	.0030	.0035	.0040

Note A: A tolerance of Plus .001 in. is allowable on the clearances specified.

Note B: Oil clearance as shown in this chart is the difference in the diameter of the crankshaft journal or crankpin and the bore diameter of the bearing.

Timken Axles & Brakes

With replacement parts on the critical list, a question confronting every maintenance department is: "When is a part worn beyond further usefulness?" Regarding front and rear axle parts and brake parts, Timken-Detroit Axle Co. gives the following recommendations on maximum wear limits. It advises close study of the limits given and adoption if they check with operating experience.

FRONT AND REAR AXLES

Bevel drive pinion thrust bearings	.005 loose
Rear wheel bearings (full floating)	.012 loose
Wormshaft thrust bearings	.006 loose
Front wheel bearings	.008 loose
Front axle steering ball	1/16 in. max. wear in diameter
Front axle steering knuckle pins	.003 undersize
Front axle steering knuckle pin bushings	.003 oversize
Trailer axle wheel bearings	.012 loose

BRAKES

Brake camshaft bushings (babbitt or bronze) .025 loose
Brake drums (Permissible amount of material to be removed by grinding or wear):
Light types with thin linings.....1/16 in. on a side
Heavy types with thick linings....3/32 in. on a side

Service Brakes

The following working limits for better brake operation and care of Lockheed, Huck, Bendix and two-shoe cam-operated brakes, are the recommendations of J. Donald Roach, Sales Engineer, U. S. Asbestos Div., Raybestos-Manhattan, Inc.

BRAKE DRUMS—Do not cut drum wall more than 1/32 in. on cars and light trucks; more than 1/16 in. on heavy trucks and busses. Drums should be discarded if deflection in diameter is more than .060 in. under full brake application.

Diameter should be concentric with hub within .010 in.

Surface: Refinish if worn or scored more than .010 in. or if heat checked.

Taper: Refinish if tapered or bell-mouth more than .010 in.

BRAKE SHOES—Cam Ends: Bendix shoes should be repaired (or discarded if this is not possible), if the cam end is worn or bent and if the anchor pin eye is worn at the small radius.

Rollers: Discard rollers that are worn, particularly if a flat spot is present on outside. Roller plates shoud be discarded if grooved by the cam more than .015 in.

BUSHINGS—Anchor bushings should be replaced if worn more than .008 in. Anchors should be fitted and bushings accurately reamed.

ANCHORS—Pins: Anchor pin on the Huck brake is non-adjustable type, renew anchor if worn more than .008 in.

On the two-shoe cam operated brake and the Lockheed brake, renew anchor pins or rebush shoes if worn more than .008 in.

LINKS—Articulating links must be rigid and hold the shoes without side play. Examine springs and buttons and renew springs if weak. Applies to all Huck brakes.

CAM—On the two-shoe cam operated brake, camshaft should be renewed and bracket rebushed if worn more than .025 in.

SHOE TIPS & ROLLERS—On the two-shoe cam operated brake, shoe tips or rollers should be replaced if worn.

SPRINGS—All springs should be renewed if weak.

HYDRAULIC SYSTEMS—Wheel Cylinders: Dismantle and examine at each reline or if leaks are present. Renew pistons if scored, sticking, or worn more than .005 in. Replace cylinders if scored or if "no-go gage" will enter. Renew all rubber cups.

MASTER CYLINDERS—Check Valve: Pre-loading of lines should be 7½ to 12 lb. per sq. in. line pressure. Renew check valve if either of the seats are worn or misshapen or if small spring is weak or rusty.

Primary & Secondary Cups: Renew cups if distorted or if edges are rounded.

Main Spring: Renew spring if weak.

Piston: Renew if scored or worn more than .005 in. Make certain by-pass holes are open. Cylinder walls should be honed if scored. Use a "no-go gage" for measurement of cylinder diameter. If, after honing enough to remove all scores, the "no-go gage" will enter, master cylinder should be replaced.

GASOLINE ENGINE S

Fleet maintenance men who are increasing the amount of engine rebuilding and parts salvage in their shops will find much useful data in these tables. After welding on a new face on a valve, for example, the finishing data on the correct diameter of the valve head, stem and the face angle will be found on these pages.

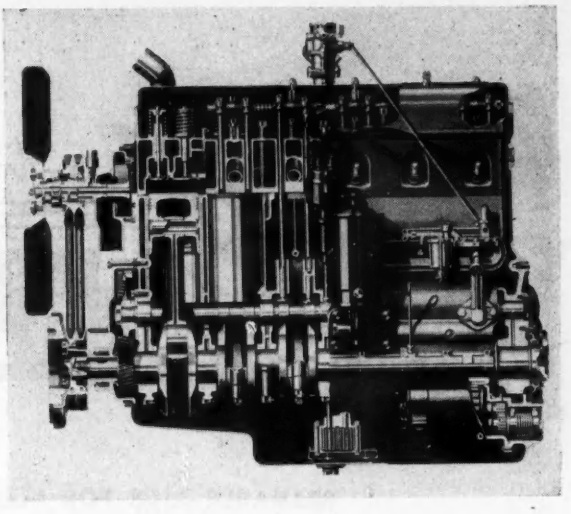
ENGINE MAKE AND MODEL	Number of Cylinders, Bore and Stroke (In.)	MAX. BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio	TORQUE	Arrangement	VALVES						Front End Drive—Type	Piston Material	No. of Rings per Piston	Crankpin, Diameter and Length (In.)	Oil Pressure to—	CARBURETOR		Engine Weight without Carburetor or Ignition (Lb.)
		With Bare Engine	With Standard Accessories			Maximum Torque at R.P.M. (Lb. Ft.)		Max. Head Diam. (In.)		Stem Diam. (In.)		Seats							Make	Size	
								Intake	Exhaust	Intake	Exhaust	Angle (Deg.)	Inserts Used?								
AUTOCAR																					
377	6-4x5	110-2800	112-2800	377.0	5.75	280-1400 (BE)	L	1.90	1.78	.437	.437	45	E	HG	Al	4	2.37x1.44	abcde	Zen	1¼	1165
447	6-4¼x5¼	133-2500	122-2500	447.0	5.75	351-1100 (BE)	L	2.06	1.93	.437	.437	45	E	HG	Al	4	2.50x1.58	abcde	Str	1¾	1320
501	6-4½x5¼	145-2500	134-2500	501.0	5.75	395-1950 (BE)	L	2.06	1.93	.437	.437	45	E	HG	Al	4	2.50x1.58	abcde	Str	1¾	1330
BUDA																					
K-428	6-4¼x4¼	107-2400	91-2400	428.0	5.33	240-1100 (EA)	L	1.90	1.78	.372	.372	45	N	HG	Al	4	2.37x1.75	abcde	Zen	1¾	905
L-525	6-4½x5½	110-2400	94-2400	525.0	4.75	287-800 (EA)	L	1.90	1.78	.372	.372	45	E	HG	CI	4	2.37x1.75	abcde	Zen	1¾	980
LO-525	6-4½x5½	135-2400	116-2400	525.0	5.00	330-1100 (EA)	I	1.96	1.68	.372	.372	30	E	HG	Al	5	2.37x1.75	abcdeg	Zen	1¾	1195
CHEVROLET																					
1942	6-3½x3¾	90-3300	83-3200	216.5	6.50	168-1100 (EA)	I	1.64	1.46	.341	.340	30	N	HG	CI	3	2.31x1.50	abcg	Car	1¼	.....
1942	6-3½x3⅛	93-3100	83.5-3000	235.5	6.62	182-1000 (EA)	I	1.64	1.46	.341	.340	30	N	HG	CI	3	2.31x1.50	abcg	Car	1¼	.....
CONTINENTAL																					
F-6209	6-3⅛x4½	71-3200	.....	209.5	5.75	155-1200 (BE)	L	1.51	1.32	.341	.339	(h)	E	Ch	CT	4	1.93x1.31	abcet	.....	1¼	808
A-6244	6-3⅛x4½	85-3000	.....	243.6	6.02	182-1200 (BE)	L	1.57	1.32	.373	.372	(k)	E	HG	Al	5	2.12x1.37	abcet	.....	1¼	548
M-6271	6-3⅛x4½	92-3000	.....	270.9	5.75	207-1200 (BE)	L	1.76	1.51	.404	.402	(h)	E	HG	CT	4	2.25x1.56	abcet	.....	1½	750
M-6290	6-3½x4½	99-3000	.....	289.9	5.70	225-1200 (BE)	L	1.76	1.51	.404	.402	(h)	E	HG	CT	4	2.25x1.56	abcet	.....	1½	780
M-6330	6-4x4½	107-2800	.....	329.8	5.50	258-1000 (BE)	L	1.78	1.51	.404	.402	(h)	E	HG	CT	4	2.25x1.56	abcet	.....	1½	770
B-6371	6-4⅛x4½	109-2600	.....	370.9	5.74	280-1000 (BE)	L	1.89	1.64	.435	.432	(k)	E	HG	Al	5	2.50x1.69	abcet	.....	1¾	855
B-6405	6-4⅛x4½	118-2600	.....	405.3	5.74	314-1000 (BE)	L	1.89	1.64	.435	.432	(k)	E	HG	Al	5	2.50x1.69	abcet	.....	1¾	870
21R	6-4½x4½	133-2400	.....	428.4	4.63	323-1000 (BE)	I	2.06	1.87	.435	.433	30	E	Ch	Al	4	2.50x1.81	abcefg	.....	1¾	1316
22R	6-4½x5¼	141-2400	.....	501.0	4.50	375-1000 (BE)	I	2.06	1.87	.435	.433	30	E	Ch	Al	4	2.75x1.81	abcefg	.....	2	1430
DODGE																					
T-112, T-114	6-3½x4½	95-3600	90-3400	217.7	6.80	172-1200 (BE)	L	1.53	1.40	.340	.340	45	E	Ch	.....	4	2.06x1.00	abce	Car	1½	500
T-116	6-3½x4½	105-3600	95-3400	230.2	6.80	184-1300 (BE)	L	1.53	1.40	.340	.340	45	E	Ch	.....	4	2.06x1.00	abce	Str	1½	535
T-118, T-126	6-3⅞x4½	115-3800	95-3600	236.6	6.80	190-1500 (BE)	L	1.68	1.53	.340	.340	45	E	Ch	.....	4	2.12x1.09	abce	Car	1½	580
T-120, T-130	6-3⅞x4½	120-3800	100-3600	250.6	6.80	200-1500 (BE)	L	1.68	1.53	.340	.340	45	E	Ch	.....	4	2.12x1.09	abce	Car	1½	600
T-124	6-3½x5	110-3200	98-3200	331.3	5.05	240-800 (BE)	L	1.93	1.75	.371	.371	45	E	Ch	.....	4	2.31x1.43	abce	Str	1½	1050
FORD																					
40	4-3⅛x3¾	.....	40-3200†	119.5	6.00	84-1600 (BE)	L	1.51	1.28	.311	.310	45	Bo	HG	CAS	4	2.10x1.12	abe	Own	.78	352
90HP	6-3.3x4.4	.....	90-3400†	225.8	6.70	180-1400 (BE)	L	1.65	1.51	.311	.310	45	Bo	HG	CAS	3	2.23x1.40	abc	Own	1.19	532
80	8-3⅛x3¾	.....	90-3800†	221.0	5.90	156-2000 (BE)	L	1.51	1.51	.311	.310	45	Bo	HG	CAS	4	2.00x1.75	abc	Own	.94	547
100	8-3⅛x3¾	.....	100-3800†	239.0	6.40	176-2000 (BE)	L	1.51	1.51	.311	.310	45	Bo	HG	CAS	4	2.14x1.75	abc	Own	.94	554
G. M. C.																					
228	6-3⅛x3½	95-3200	85-3000	228.0	6.75	178-1000 (EA)	I	1.64	1.47	.343	.343	30	E	HG	Al	4	2.31x1.23	abcdeg	Zen	1¼	.....
248	6-3½x3½	100-3100	89-3000	248.5	6.75	195-1000 (EA)	I	1.64	1.47	.343	.343	30	E	HG	Al	4	2.31x1.23	abcdeg	Zen	1½	.....
270	6-3½x4	104-3000	95-3000	270.0	6.75	216-1000 (EA)	I	1.64	1.47	.343	.343	30	E	HG	Al	4	2.31x1.23	abcdeg	Zen	1½	.....
276	6-3⅝x4½	100-2800	86-2800	276.8	6.00	213-1000 (EA)	I	1.81	1.56	.375	.375	45	E	HG	Al	4	2.37x1.34	abcdeg	Zen	1½	.....
308	6-3½x4½	111-2800	97-2800	308.2	6.00	239-800 (EA)	I	1.81	1.46	.375	.375	45	E	HG	Al	4	2.37x1.34	abcdeg	Zen	1½	.....
361	6-4½x4½	122-2800	106-2500	360.8	6.00	265-800 (EA)	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.47	abcdeg	Zen	1½	.....
426	6-4½x5	145-2600	127-2400	425.6	6.00	322-1000 (EA)	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.47	abcdeg	Zen	1½	.....
451	6-4¾x5	148-2600	130-2400	450.9	6.00	350-1000 (EA)	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.47	abcdeg	Zen	1½	.....
477	6-4½x5	153-2800	135-2400	477.1	6.00	365-1000 (EA)	I	1.94	1.72	.375	.375	(h)	E	HG	Al	4	2.62x1.75	abcdeg	Zen	1¾	.....
529	6-4½x5¼	158-2500	144-2300	529.2	5.50	387-1000 (EA)	I	2.12	1.94	.437	.437	30	E	HG	Al	4	2.62x1.72	abcdeg	Zen	2	.....
707	6-6x6	175-2200	160-2100	706.8	4.83	555-1000 (EA)	I	2.44	2.17	.437	.500	30	E	HG	Al	5	2.75x2.06	abcdeg	Str	2	.....
HERCULES																					
QXA-3, QXA-5	6-3½x4½	59-3000	50-3000	190.0	5.50	130-1000 (BE)	L	1.50	1.37	.310	.310	30	N	HG	CI	4	2.00x1.25	abe	Op	1¼	480
QXB-3, QXB-5	6-3½x4½	67-3500	57-3500	205.0	5.85	150-1000 (BE)	L	1.50	1.37	.310	.310	30	N	HG	CI	4	2.00x1.25	abe	Op	1¼	480
QXC-3, QXC-5	6-3½x4½	73-3500	62-3500	221.0	5.85	159-1000 (BE)	L	1.62	1.37	.310	.310	30	N	HG	Al	4	2.00x1.25	abe	Op	1¼	483
QXD-3, QXD-5	6-3½x4½	73-3000	62-3000	230.0	6.50	171-1100 (BE)	L	1.62	1.37	.310	.310	30	N	HG	Al	4	2.00x1.25	abe	Op	1¼	485
JXA	6-3½x4½	63-2800	53-2800	228.0	5.16	141-1000 (BE)	L	1.75	1.62	.373	.373	45	N	HG	CI	4	2.00x1.50	abe	Op	1¼	550
JXF	6-3½x4½	71-3000	60-3000	232.3	6.16	151-1200 (BE)	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	555
JXE-3, JXG	6-3½x4½	77-3000	65-3000	246.0	6.11	169-1000 (BE)	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	555
JXB	6-3½x4½	84-3000	71-3000	263.0	5.40	195-1000 (BE)	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	560
JXC	6-3½x4½	87-3000	74-3000	282.0	5.90	215-1000 (BE)	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	565
JXD	6-4x4½	110-3000	93-3000	320.0	6.50	243-1200 (BE)	L	1.75	1.62	.373	.373	45	N	HG	Al	4	2.00x1.50	abe	Op	1¼	570
WXC	6-4x4½	103-2800	87-2800	339.0	5.96	255-1100 (BE)	L	1.75	1.75	.373	.373	45	N	HG	CI	4	2.25x1.50	abe	Op	1¼	805
WXC-2	6-4½x4½	110-2800	93-2800	360.8	5.96	271-1100 (BE)	L	1.75	1.75	.373	.373	45	N	HG	CI	4	2.25x1.50	abe	Op	1¼	810
WXC-3	6-4½x4½	117-2800	99-2800	383.0	5.96	288-1100 (BE)	L	1.75	1.75	.373	.373	45	N	HG	CI	4	2.25x1.50	abe	Op	1¼	820
WXLC	6-4x4½	111-2800	94-2800	358.0	6.29	268-1100 (BE)	L	1.75	1.75	.373	.373	45	N	HG	Al	4	2.25x1.50	abe	Op	1¼	811
WXLC-3	6-4½x4½	126-2800	107-2800	404.0	6.29	302-1000 (BE)	L	1.75	1.75	.373	.373	45	N	HG	Al	4	2.25x1.50	abe	Op	1½	825
YXC	6-4¾x4½	116-2400	98-2400	428.4	6.29	335-1150 (BE)	L	2.00	2.00	.373	.373	45	N	HG	CI	4	2.50x1.75	abe	Op	1¾	975
YXC-2	6-4¾x4¾	123-2400	104-2400	453.0	6.29	357-1100 (BE)	L	2.00	2.00	.373	.373	45	N	HG	CI	4	2.50x1.75	abe	Op	1¾	975

ABBREVIATIONS

*—Weight with ignition and carburetor
†—Rated with generator and water pump, but no fan or muffler

a—Main Bearings
Al—Aluminum Alloy
b—Connecting Rods
BE—Bare Engine
Bo—On Intake and Exhaust seats
c—Camshaft Bearings
Car—Carter Carburetor
CAS—Cast Alloy Steel
Ch—Chain
CI—Cast Iron
CT—Cast Iron, Tin plated
d—Wrist Pins

SPECIFICATIONS



Maintenance men will find much other important and practical data compiled for the better understanding and performance ability of the power plants in their various vehicles. Maximum brake horsepower ratings, for example, are given for the various engines with standard accessories as well as bare.

ENGINE MAKE AND MODEL	Number of Cylinders, Bore and Stroke (In.)	MAX. BRAKE H.P. at R.P.M.		Piston Displacement (Cu. In.)	Compression Ratio	TORQUE	VALVES						Front End Drive—Type	Piston Material	No. of Rings per Piston	Crankpin, Diameter and Length (In.)	Oil Pressure to—	CARBURETOR		Engine Weight without Carburetor or Ignition (Lb.)
		With Bare Engine	With Standard Accessories			Maximum Torque at R.P.M. (Lb. Ft.)	Arrangement	Max. Head Diam. (In.) Intake	Max. Head Diam. (In.) Exhaust	Stem Diam. (In.) Intake	Stem Diam. (In.) Exhaust	Seats Angle (Deg.)	Seats Inserts Used?						Make	Size	
HERCULES—Cont.																				
YXC-3	6-4½x4¾	129-2400	109-2400	478.8	6.29	374-1100 (BE)	L	2.00	2.00	.373	.373	45	N	HG	CI	4	2.50x1.75	abe	Op	1¾	975
RXB	6-4½x5¼	121-2400	103-2400	500.9	5.41	362-1100 (BE)	L	2.00	2.00	.373	.373	45	N	HG	Al	5	2.62x2.00	abe	Op	1¾	1000
RXC	6-4½x5¼	131-2400	111-2400	529.2	5.41	395-1000 (BE)	L	2.00	2.00	.373	.373	45	N	HG	Al	5	2.62x2.00	abe	Op	1¾	1010
RXLC	6-4½x5¼	144-2400	122-2400	529.2	6.20	413-1000 (BE)	L	2.00	2.00	.373	.373	45	N	HG	Al	5	3.00x2.00	abe	Op	1¾	1195
RXLD	6-4½x5¼	152-2400	129-2400	558.0	6.20	438-1000 (BE)	L	2.00	2.00	.373	.373	(h)	N	HG	Al	5	3.00x2.00	abe	Op	1¾	1195
HXB	6-5x6	160-2100	136-2100	707.0	5.75	502-900 (BE)	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1810
HXC	6-5¼x6	177-2100	150-2100	779.0	5.69	550-1000 (BE)	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1810
HXD	6-5¼x6	184-1800	156-1800	855.0	5.73	630-900 (BE)	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1830
HXE	6-5¼x6	200-1800	170-1800	935.0	5.50	695-900 (BE)	L	2.43	2.31	.498	.498	30	E	HG	Al	4	3.00x2.25	abce	Op	2	1830
INTERNATIONAL																				
GRD-175	6-3x4½	64-3400	58-3400	174.93	6.70	120-8-1000(BE)	L	1 11/16	1 11/16	.372	.371	45	E	Ch	CI	4	2.00x1 1/8	abcde	Zen	1¼	535
GRD-214	6-3 1/16x4½	82-3400	73-3200	213.24	6.30	160-1200 (BE)	L	1 11/16	1 11/16	.372	.371	45	E	Ch	CI	4	2.00x1 1/8	abcde	Zen	1¼	536
GRD-233	6-3 1/16x4½	93-3400	80-2400	232.65	6.30	181-1000 (BE)	L	1 11/16	1 11/16	.372	.371	45	E	Ch	CI	4	2.00x1 1/8	abcde	Zen	1¼	568
FAC-241	6-3½x4½	98-3200	84-3200	241.54	6.20	192-1200 (BE)	I	1 11/16	1 11/16	.342	.342	45	E	HG	Al	4	2½x1 11/16	abcde	Zen	1¼	773
FAC-259	6-3½x4½	101-3200	88-2800	259.76	6.20	211-1600 (BE)	I	1 11/16	1 11/16	.342	.342	45	E	HG	Al	4	2½x1 11/16	abcde	Zen	1¼	768
FBC-318	6-3 15/16x4½	100-2800	85-2600	318.41	5.40	241-800 (BE)	I	2¼	1 15/16	.372	.372	15	E	HG	Al	4	2¼x1 15/16	abcde	Zen	1¼	953
FBC-361	6-4⅛x4½	111-2700	94-2600	360.82	5.20	268-1500 (BE)	I	2¼	1 15/16	.372	.372	15	E	HG	Al	4	2¼x1 15/16	abcde	Zen	1¼	933
FBC-401	6-4½x5	114-2600	99-2400	400.92	5.20	308-800 (BE)	I	2¼	1 15/16	.372	.372	15	E	HG	Al	4	2¼x1 15/16	abcde	Zen	1¼	984
FBC-450	6-4½x5	120-2400	104-2300	450.99	5.20	331-800 (BE)	I	2¼	1 15/16	.372	.372	15	E	HG	Al	4	2¼x1 15/16	abcde	Zen	1½	973
FEB-648	6-5x6½	140-2100	115-1750	648.00	4.40	480-1000 (BE)	I	2 15/16	2 15/16	.43	.43	45	E	HG	Al	4	2¾x2¼	abcde	Zen	1½	1828
MACK																				
EN-11	6-6 1/16x4⅝	67-3000	58-3000	210.0	6.00	145-1100	L	.....	.....	.344	.344	(h)	E	HG	CI	4	1.94x1.31	abct	Zen	1¼	501
EN-12	6-3 1/16x4⅝	72-3000	60-3000	226.0	5.94	166-1000	L	.....	.....	.344	.344	(h)	E	HG	Al	5	2.06x1.31	abct	Zen	1¼	510
EN-253	6-3 1/16x4⅝	83-3000	69-2750	253.0	5.73	180-1000	L	.....	.....	.406	.406	(k)	E	HG	Al	5	2.25x1.37	abct	Zen	1½	749
EN-271	6-3 5/16x4⅝	90-3000	73-2750	271.0	6.00	193-1200	L	.....	.....	.406	.406	(k)	E	HG	Al	5	2.25x1.37	abct	Zen	1½	738
EN-290	6-3 5/16x4⅝	97-3000	80-2750	290.0	6.10	214-1100	L	.....	.....	.406	.406	(k)	E	HG	Al	5	2.25x1.37	abct	Zen	1½	759
EN-310	6-3 5/16x5	100-2850	82-2700	309.6	5.60	213-1100	L	.....	.....	.375	.375	30	E	HG	Al	5	2.37x1.62	abcef	Zen	1½	885
EN-330	6-4x4⅝	100-2800	86-2800	330.0	6.00	244-1000	L	.....	.....	.406	.406	(h)	E	HG	Al	5	2.25x1.37	abct	Zen	1½	771
EN-354	6-3 7/16x5	115-2850	100-2700	353.8	5.50	254-1100	I	.....	.....	.375	.375	30	E	HG	Al	5	2.37x1.62	abcef	Zen	1¾	907
EN-431	6-4⅛x5⅝	127-2650	106-2500	431.0	5.72	327-1200	I	.....	.....	.437	.437	30	E	HG	Al	5	2.75x1.72	abcfg	Zen	1¾	1490
EN-471	6-4 7/16x5⅝	135-2550	115-2400	471.0	5.63	351-1200	I	.....	.....	.437	.437	30	E	HG	Al	5	2.75x1.72	abcfg	Zen	1¾	1500
EN-510	6-4 7/16x5½	147-2550	129-2400	510.0	5.63	382-1200	I	.....	.....	.437	.437	30	E	HG	Al	5	2.75x1.72	abcfg	Zen	1¾	1520
EN-611	6-4⅝x5¾	163-2250	145-2100	611.0	5.40	462-1200	I	.....	.....	.437	.437	30	E	HG	Al	5	3.00x2.09	abcfg	Zen	2"	1700
EN-707	6-5x6	178-2150	160-2000	707.0	5.35	530-600	I	.....	.....	.437	.437	30	E	HG	Al	5	3.00x2.09	abcfg	Zen	2"	1710
REO																				
GC-228	6-3 5/16x4¼	83-3200	.....	228.0	6.20	177-1000 (BE)	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1¼	758*
GC-245	6-3 5/16x4¼	99-3100	.....	245.0	6.20	191-1000 (BE)	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1¼	763*
GC-268	6-3 5/16x5	94-3000	.....	268.0	6.00	221-1200 (BE)	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1½	780*
GC-310	6-3 5/16x5	101-3000	.....	310.0	5.80	241-900 (BE)	L	1.78	1.62	.373	.373	45	E	Ch	Al	4	2.19x1.50	abcde	Zen	1½	785*
WAUKESHA																				
6BL	6-3 1/16x4¼	72-2800	51-2000	245.0	5.70	165-1300 (BE)	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1¼	675
6BM	6-3 5/16x4¼	77-2800	54-2000	263.0	5.70	178-1100 (BE)	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1¼	685
6BK	6-3 5/16x4¼	82-2800	59-2000	282.0	5.70	189-1100 (BE)	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1½	690
6BZ	6-4x4¼	88-2800	65-2000	320.0	5.75	210-1000 (BE)	L	1.68	1.43	.375	.375	45	E	HG	Al	4	2.00x1.50	abcde	Op	1½	706
6MKR	6-4⅛x4⅝	98-2500	58-1600	381.0	5.34	270-800 (BE)	L	1.93	1.43	.375	.375	45	E	HG	Al	4	2.25x1.50	abcde	Op	1½	890
6MZR	6-4¼x4¾	108-2500	66-1600	404.0	5.38	286-800 (BE)	L	1.93	1.43	.375	.375	45	E	HG	Al	4	2.25x1.50	abcde	Op	1¾	920
6SRLR	6-4⅝x5½	112-2250	105-2250	462.0	5.50	330-600 (BE)	L	2.16	1.65	.375	.375	30	E	HG	Al	4	2.75x1.75	abcde	Op	1¾	1185
140-GK	6-4½x5½	136-2250	128-2250	525.0	5.80	407-1000 (BE)	I	2.12	1.56	.434	.434	(h)	E	HG	Al	4	2.62x2.00	abcdeg	Op	1¾	1390
6SRKR	6-4⅝x5½	125-2250	120-2250	517.0	5.50	369-600 (BE)	L	2.16	1.65	.375	.375	30	E	HG	Al	4	2.75x1.75	abcde	Op	1¾	1225
145-GS	6-4½x6	152-2000	143-2000	638.0	5.60	481-1000 (BE)	I	2.37	1.84	.500	.500	(h)	E	HG	Al	4	3.00x2.25	abcdeg	Op	2	1900
6RBR	6-5x5½	150-2000	144-2000	677.0	5.35	492-800 (BE)	L	2.40	2.40	.437	.437	45	E	HG	Al	4	2.75x2.50	abcde	Op	2	1575
145-GK	6-5¼x6	188-2000	177-2000	779.0	5.60	590-1200 (BE)	I	2.37	1.84	.500	.500	(h)	E	HG	Al	4	3.00x2.25	abcdeg	Op	2	1930
6GAK	6-5½x5½	158-2200	143-2000	784.0	4.80	545-900 (BE)	I	2.21	1.76	.437	.437	45	E	HG	CI	4	3.00x2.00	abcdeg	Op	2	2250
WHITE																				
(H) 38A	4-3½x3½	40-2800	33-2600	146.0	5.70	88-1200 (EA)	OH	1.57	1.22	.372	.372	30	E	HG	CI	4	2.25x1.43	abc	Zen	1¼	475
100A	6-3 1/16x4½	90-2800	.....	250.0	6.75	185-1200 (BE)	L	1.65	1.62	.375	.375	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	973
110A	6-3 1/16x4½	100-2600	.....	270.0	6.50	200-1300(BE)	L	1.65	1.62	.375	.375	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	973
120A	6-3 5/16x4½	110-2600	.....	318.0	6.40	285-1200 (BE)	L	1.65	1.62	.375	.437	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	993
140A	6-3 5/16x5½	125-2600	.....	362.0	6.28	285-1100 (BE)	L	1.65	1.62	.375	.437	45	E	HG	Al	5	2.18x1.34	abcde	Str	1¼	1051
WILLYS																				
442	4-3 1/16x4⅝	63-3900	.....	134.2	6.48	108-1800 (BE)	L	1.53	1.46	.373	.373	45	N	Ch	CI	3	1.94x1.30	abce	Car	1¼	364

e—Timing Gears or Chain
E—On Exhaust valve seats
(EA)—Engine with Standard Accessories
f—Accessories drive
g—Rocker Arms and Shafts
(h)—Intake 30°, Exhaust 45°
(H)—Horizontal Engine
HG—Helical Gear
I—In Head (Valves)
(k)—Intake 30°, Exhaust 44°
L—Valves at Side (L-Head)
N—No or none
OH—Overhead
Op—Optional
Str—Stromberg Carburetor
t—Tappets and Valve Mechanism
Zen—Zenith Carburetor

Free PUBLICATIONS

VALUABLE AIDS FOR FLEETMEN

A selected list of the latest literature — books, pamphlets and catalogs — intended to help fleet operators solve maintenance and operating problems. They are more valuable today than ever before. All are free. To get your copies simply fill in the numbers on the postcard and mail. No stamp is needed.

KEEP 'EM ROLLING
USE THIS POSTCARD
NO STAMP NEEDED

L87. Jack Maintenance Manual

One of the world's largest manufacturers of automotive jacks has prepared a manual on the care and maintenance of that essential piece of shop equipment. The treatment is non-technical, so that even the least skilled person in the shop can understand, and the text is profusely illustrated. While the manual primarily covers hydraulic jacks, many of the suggestions are equally applicable to other types.

The manual begins with drawings and explanations on service and tool box jacks, explaining the vital operating parts. The next few pages deal with right and wrong handling of jacks, cautioning throughout against abuse. The next section is devoted to maintenance suggestions, and the remaining pages are devoted to 12 service hints dealing with the five principal reasons a jack will not give satisfactory service. Write L87 on the postcard for your free copy.

L88. Wartime Service Handbook

Fleet operators having Delco-Remy electrical parts in their trucks will be interested to know that an excellent handbook has been published dealing with the maintenance of the various units in the electrical system.

The handbook has been prepared to enable truck owners to service and salvage those parts with the view of conserving the vital materials from which they are made.

An idea of the thoroughness with which the material has been prepared can be gained from the discussion on armature repair, which is treated in simple cause-and-effect procedure. Four common causes of armature failure are given. Each point is thoroughly explained and numerous checking and correction suggestions are given.

While the treatment is simple enough for mechanics' helpers to understand, it contains many valuable suggestions that should save time for expert ignition and electrical maintenance men. Write L88 on the postcard for your free copy.

L89. Clutch Service Manual

The technical service department of one of the large clutch manufacturers has prepared an especially good manual on the repair, adjustment and installation of clutches. It is so thorough that every fleet shop should have at least one for the maintenance manager.

The treatment starts with a general discussion of operation and performance that will give the least skilled men a thorough conception of the function of this major unit. Details of the procedure start with instructions when to make adjustments, eight illustrated steps on how to adjust the clutch, and then goes on to clutch rebuilding, assembly and installation. All the steps are clearly illustrated.

Single and two-plate clutches are included in the manual and their various parts are well illustrated. Expert clutch service men will find many time-saving hints and quick reference charts that should prove very useful. Write L89 on the postcard for your free copy.

L90. Brake Service Schedule

One of the leading brake lining manufacturers has prepared an excellent wall chart of the National Safety Council Brake Service Schedule. The data, developed by the country's leading brake technicians under N.S.C. engineers' supervision will provide fleet shop men with the standards that insure the quickest, safest and most complete check on brake inspection, adjustment and relining for passenger cars as well as trucks and buses equipped with air, vacuum or electric controls.

The wall chart format of presenting this information will provide a convenient and not easily misplaced reference for daily use at the point of service. Write L90 on the postcard for your free copy.

L91. Sample Hose Clamp Free

COMMERCIAL CAR JOURNAL readers are offered a free sample of the Allsize Universal hose clamp. The manufacturer states that this clamp will replace more than 100 sizes of preformed hose clamps, thus making it unnecessary to carry a large clamp inventory of special sizes to fit certain vehicles.

In addition to covering the wide range of sizes, the manufacturer states that this clamp is completely self-locking and that it has sufficient take-up for use on synthetic rubber hose. Its construction is such that it can be easily installed around, or removed from connected lines, and that it is usable over again on either larger or smaller size hose. To get your free sample simply write L91 on the postcard.

L92. PM Records and Charts

Inasmuch as preventive maintenance starts with preventing wear by proper lubrication, fleet operators will be interested in the comprehensive records and charts prepared by one of the major, old line companies for distribution to fleet shops.

The lubrication charts will provide the fleet operator with detailed information as to the lubrication procedure and the records will provide excellent work control, dates of service and a basis of scheduling this important work. This combination of charts and records will bring the fleet shop up to date on the best wartime practices which can be continued profitably for many years to come. Write L92 on the postcard for your free copy.

(TURN TO PAGE 182, PLEASE)

COMMERCIAL CAR JOURNAL **April, 1943**

Chestnut & 56th Sts., Philadelphia, Pa.

Please send me:—

These FREE Publications

(Order by Number Shown on Opposite Page)

_____ _____ _____ _____

_____ _____ _____ _____

Please send me:—

Information on New Products

(Order by Number Shown on Following Pages)

_____ _____ _____ _____

_____ _____ _____ _____

I would also like information on the following products advertised in this issue:

. . . . . .

Your Company Name . . . . . .

Your Company Address . . . . . **City** . . . . . **State** . . . . .

Your Name . . . . . **Your Position** . . . . . .

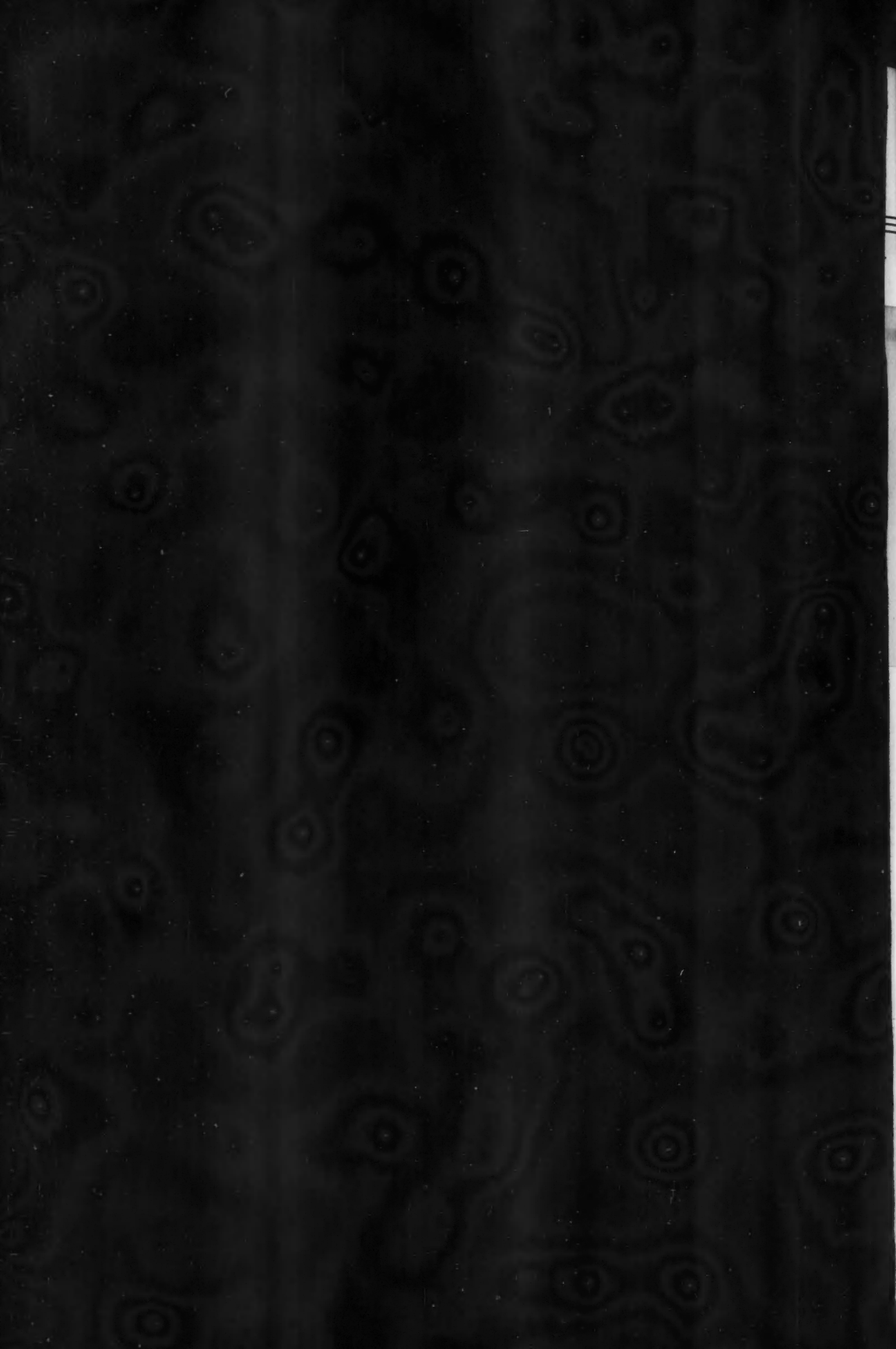
We are: Fleet Operator ☐; Number of Trucks in Fleet . . . . . **; Truck Dealer ☐**
Truck Repair Shop ☐; Other Classification . . . . . .

FIRST CLASS
PERMIT No. 18
Sec. 510, P. L. & R.
Philadelphia, Pa.

BUSINESS REPLY CARD
NO POSTAGE STAMP NECESSARY IF MAILED IN THE UNITED STATES

POSTAGE WILL BE PAID BY

COMMERCIAL CAR JOURNAL
Chestnut and 56th Sts.
Philadelphia, Pa.



NEW PRODUCTS

KEEP 'EM ROLLING

USE THIS POSTCARD

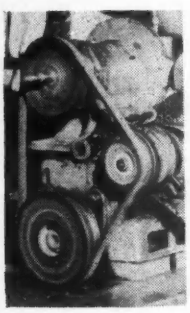
NO STAMP NEEDED

FOR FLEET OPERATORS

The latest in shop equipment, supplies, replacement parts and accessories developed by manufacturers for fleet operators. For more details of any product described, fill in the number on the postcard and mail. No stamp needed. Also use the postcard for additional information on any product advertised in this issue.

P95. New V-Belt

Engineers of the Goodyear Tire & Rubber Co., Akron, Ohio, have developed a new rubber v-belt that, under severe tests, showed many times longer service-life than the conventional v-belt.



Instead of a cotton-cord core, as used in standard v-belt construction, this belt employs endless strands of steel cables that not only provide longer life but, on the basis of severe water brake tests, are reported to stretch less than one-fifth of one per cent.

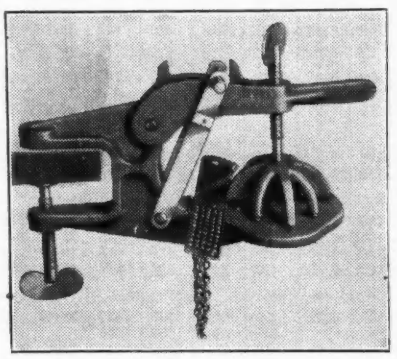
Developed for army tanks and other motorized military vehicles, this new v-belt promises higher efficiencies and less trouble for truck fan belt maintenance in the future.

Use free postcard for more details

P96. Emergency Vulcanizer

The Shaler Company of Waupun, Wis., has developed a new portable, heavy duty vulcanizer for emergency tube repair. It is called the Shaler A-1 Fleet Service Special Vulcanizer and consists of a vulcanizing clamp, roughening tool and an assortment of hot patches.

The clamp is the quick-acting type sturdily constructed and so designed that the unit may be mounted on a work bench, running board, tail board or fenders of a truck. The quick-acting feature allows fast and efficient handling of repairs. The release opens the throat of the clamp to its full width so that heavy duty tubes can

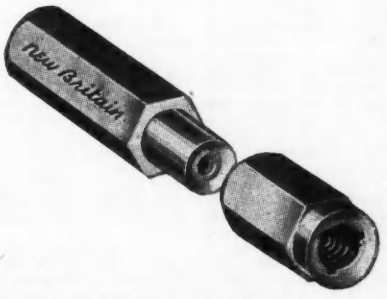


be easily inserted and the tube injury conveniently centered on the clamp platform. The clamp may be closed while guiding the spider prongs into the notches in the fuel pans. Clamps are held tightly closed by a ratchet device while the final pressure is applied by the thumb screw.

Use free postcard for more details

P97. Stud Loosener

The job of soaking rusted or corroded studs for hours to loosen and remove them is obviated by the "Zingo" Hydraulic Cylinder Head Stud Loosener manufactured by The New Britain Machine Co. of New Britain, Conn.



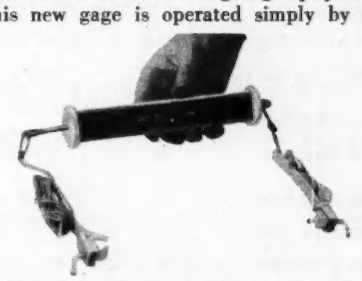
This simple device consists of two pieces, one of which screws on to the stud and the other fits on top; the top part is filled with penetrating oil. To remove a rusted stud, the mechanic simply strikes the tool with a hammer, the resulting hydraulic action forces the penetrating oil down into the threads with a tremendous pressure and thereby quickly loosens the stud.

Zingo Stud Looseners are made in three sizes: ⅜ in.-24 (fits Ford V-60), 7/16 in.-20 (fits Ford V-85) and ½ in.-20.

Use free postcard for more details

P98. Toe-In Measuring Gage

A new type toe-in measuring gage has been placed on the market by Testing Apparatus, Inc., Detroit, manufacturers of the Micro-Linor front-end aligning equipment. This new gage is operated simply by attaching the grippers to the outside of the rim. The pointer is set at zero, then the vehicle is rolled forward. This action naturally should change the reading on the scale, which is the toe-in measurement in inches.



Once fastened to the rims for the front reading, the grippers hold the gage in place for the rear reading. Consequently the entire operation can be performed by a single mechanic. It is stated that the gage can be attached and both readings taken in less than two minutes—all without jacking up the vehicle. The manufacturer further states that due to the fact that the gage measures toe-in from the outer tread, and that the grippers remain in the same spot for both readings, extreme accuracy of measurement is insured.

(Turn to Page 178, Please)

DIESEL DATA

FUEL SPECIFICATIONS • • ENGINE SPECIFICATIONS • • FUEL TAXES

DIESEL FUEL SPECIFICATIONS

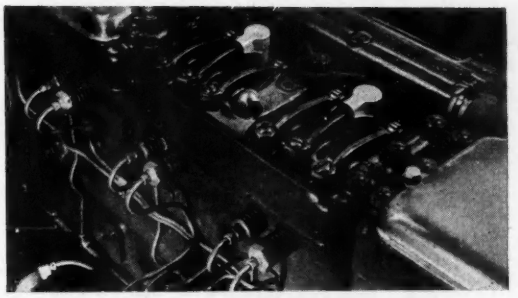
DIESEL FUEL TRADE NAME	Cetane No.	Viscosity SSU 100 Deg. F.	Water & Sediment Max. %	Carbon Residue Max. %	Ash Max. %	Flash Min. Deg. F.	Sulphur Max. %	A.S.T.M. DISTILLATION 10%	50%	90%	End Point	Gravity	Pour Point Max. Deg. F.	AREAS OF DISTRIBUTION
American Oil Co.														
Amo-Fuel No. 2	45-50	35min.	0.05	0.1	0.01	140	0.25	428	502	581	625	30-34	0	From Maine to Florida.
Atlantic Refining Co.														
Furnace Oil Medium	.....	33-40	0.05	0.20	.....	130-160	0.5	410	462	.....	610	.....	0	Mass., R. I., Conn., N. Y., State Barge Canal, Eastern half Penna., N. J., Del., Baltimore.
Diesel Engine Fuel Oil	45	37-41	Trace	.....	0.01	150	0.5	460	522	650	700	30min.	0	From Philadelphia only.
Cities Service Oil Co.														
Diesel Fuel No. 1	50-55	35	Trace	0.01	0.01	150	0.25	480	515	590	650	.....	5	New England and Middle Atlantic states.
Diesel Fuel No. 2	50-55	37-40	0	.....	Trace	150	.....	460	545	665	700	36-39	-10	Central and Mid-Continent Areas.
Continental Oil Co.*														
Conoco Diesel Fuel	56	35-37	None	0.1	None	150	0.15	490	512	553	600	38-40	0	Okla., Kan., Neb., Iowa, Ill., Ind., Mo., Minn., Colo., Tex., Ark.
Conoco Diesel Fuel	58	35-37	Trace	0.1	Trace	215	0.15	498	528	576	625	36-38	15	Texas, La.
Conoco Diesel Fuel	54	38	Trace	0.05	Trace	200	0.2	474	496	542	610	38-40	0	Texas.
Conoco Diesel Fuel	54	34-36	Trace	0.15	Trace	150	0.2	352	484	541	640	39-41	-5	Colo., Wyo.
Conoco Diesel Fuel	51	37-39	0.05	0.1	Trace	150	0.8	412	473	528	700	34-36	20	New Mexico, Texas.
Conoco Diesel Fuel	56	35-37	Trace	0.05	Trace	150	0.2	460	494	555	630	39-40	0	Colo.
Conoco Diesel Fuel	52	37-45	Trace	0.2	Trace	150	1.0	525	552	634	700	35-37	10	Montana.
Esso Marketers														
Essodiesel 208	52	38	0	Nil	0	170	0.5	450	505	580	640	.....	-0	N. E., N. Y., Pa., S. C., N. C., Va., W. Va., Tenn., La., Ark., Md., Del., D. C., N. J.
Essodiesel 210	50	38	0	0.01	0	170	0.65	450	540	645	710	.....	+10	
Phillips Petroleum Co.														
Phillips Diesel Regular	50	35-40	Trace	0.05	0	150	0.5	490	525	600	675	38-40	15	Colo., N. M., Western Texas.
Phillips Diesel Regular	50	35-40	Trace	0.02	0	150	0.2	460	550	630	675	38-40	0-10	Ark., Kan., Ill., Iowa, Minn., Mo., Neb., Okla.
Phillips Diesel Special	50	33-40	Trace	0.02	0	140	0.15	440	520	600	650	39-41	0	Kan., Ill., Iowa, Minn., Mo., Neb.
Phillips Diesel Light	50	30-32	Trace	0.01	0	125	0.15	410	400	500	525	42-44	-25	Kan., Ill., Iowa, Minn., Mo., Neb.
Pure Oil Co.														
Energee Diesel Fuel 138	45min.	33min.	0.05	0.20	Trace	130	0.25	420-440	490-500	580-600	630-650	36-43	10--10	East of Mississippi River, excluding New England, includin Minnesota.
Richfield Oil Corp.														
Richfield Diesel Fuel	42	37	0.05	0.08	0.01	150	0.75	471	.....	615	690	32.6	0	
Shell Oil Co. (San Fran.)														
Dieseline	42-45	35-40	0.1	0.1	0.01	150	1.0	425-475	550	600	.....	29min.	0-15	Cal., Ore., Wash., Nev., Ariz., Idaho, Utah.
Motor Bus Diesel Fuel	49-52	32	Trace	.....	.....	.....	0.5	385	450	483	.....	38-44	-10	Cal., Ore., Wash., Nev., Ariz.
Shell Oil Co., Inc. (N. Y.)														
"Dieseline"	45min.	34min	0.05	0.03	0.01	150	1.0	425	495	595	660	33-40	0	Ark., Iowa, La., Minn., Mo., Texas and East of Mississippi
Sinclair Refining Co.														
155 Diesel Fuel	55	32	0	0.01	0	125	0.05	385	425	490	525	41-43	-10	All states listed below.
250 Diesel Fuel	55	35	0	0.02	0	150	0.25	440	510	600	630	34-40	0	Me., N. H., Vt., Conn., R. I., Mass., N. Y., N. J., Del., Pa., Md., D. C., Va., W. Va., Ala., Fla., Ga., Miss., N. C., S. C., Tenn., Ky., Okla., Ark., La., Texas, N. M.
346 Diesel Fuel	45	34	0	0.1	0	130	0.10	420	490	570	650	38-40	0	Ind., Ill., Mich., Ohio, Wis., Utah, Colo., Wyo., Idaho, Iowa, Kans., Minn., Miss., Mont., Neb., N. D., S. D.
347 Diesel Fuel	50	33	0	0.1	0	130	0.5	420	490	570	650	32-38	0	Utah, Colo., Idaho, Wyo., Iowa, Kan., Minn., Mo., Mont., Nev., Neb., N. D., S. D.
355 Diesel Fuel	50	36	0	0.2	0	150	0.25	450	520	600	660	36-39	10	Ind., Ill., Mich., Ohio, Wis., Utah, Colo., Wyo., Idaho, Iowa, Kans., Minn., Miss., Mont., Neb., N. D., S. D.
Socony-Vacuum Oil Co.														
Mobilfuel Diesel	50min.	35min.	Trace	.....	0.01	150	0.5	.....	520	600	700	.....	0	Wherever demand exists.
Mobilfuel Diesel Spec	50	31	Trace	.....	Trace	115	0.5	410	480	520	560	.....	-20	Wherever demand exists.
Standard Oil Co. of Cal.**														
Standard Diesel	43-45	37-40	Trace	0.02	Trace	150-200	1.25	425	540	620-675	710	31	0-15	Cal., Ore., Wash., Idaho, Nev., Ariz., Utah, Hawaii, Alaska.
St'd Automotive Diesel	50min.	.....	Trace	0	0	125-165	0.03	350-420	420-440	450-540	585	44	-15	Main supply points Cal., Wash. and Oregon.
Standard Oil Co. of Ind.														
Stanolind H. S.	50	35	Trace	0.15	0.01	160	0.32	432	494	572	672	38	0	Mich., Ind., Ill., Minn., Iowa, Mo., N. D., S. D., Kans., Mont., Wyo., Colo., Wis.
Stanolex	45	33	Trace	0.10	Trace	150	0.16	420	475	565	625	37.1	-10	
Standard Light	50	32	Trace	0.02	Trace	150	0.08	395	440	500	560	41.5	-20	Also in Neb. by Standard Oil Co. of Neb.
Sun Oil Company														
Diesel Fuel Light	50-55	33-36	0.05	0.10	Trace	125	0.15	440	520	620	650	34-39	5	Phila., N. J. (Atlantic City, Newark, Trenton); Wilmington, Baltimore, Providence, Bridgeport, N. Y. (N. Y. C., Newburgh, Peekskill, Syracuse, Rochester, Westchester Co.).
The Texas Company														
445 Diesel Chief	50-55	33-40	0.02	0.05	0.01	150	0.75	450	490	580	600	35-40	-20.0	Wherever demand exists.
422 Diesel Chief	45-55	30-32	0.02	0.05	0.01	140	0.50	390	430	480	500	40-45	-40	Wherever demand exists.
Tide Water Assoc. Div. (Cal.)														
Assoc. Motor Diesel	42-45	38	Trace	0.03	Trace	150	0.75	480	510	640	720	31-34	0-15	Cal., Ore., Wash., parts of Idaho, Nev., Ariz.
Union Oil Co. of Calif.														
"Diesel"	47	38-40	Trace	0.05	Trace	150	0.75	475	540	640	700	33	20	Ariz., Idaho, Nev., Cal., Ore., Wash.

*—On all Continental Oil Company specifications, carbon residue figures are based on the "10% bottoms test."
**—Standard Oil Co. of Cal. Most of the data submitted by this company are based upon approximate current tests and not as guaranteed specifications.

If the fleet operator having diesel trucks is concerned about the quality of fuels obtainable, he will find in the table at left the latest specifications of all fuels from the refiners' laboratories.

On this page, the diesel maintenance man will find the basic engine specifications such as horsepower rating, compression ratio, torque, valve diameter and lift, etc., as well as the engine manufacturers' recommendation for the minimum cetane number of the fuel.

A breakdown of the state fuel taxes, methods of collection and a comparison with gasoline taxes also is supplied.



DIESEL ENGINE SPECIFICATIONS

DIESEL ENGINE MAKE AND MODEL	Type	Number of Cylinders Bore and Stroke (In.)	Cycle	Piston Displacement (Cu. In.)	HORSEPOWER: With Bare Engine — Maximum Brake Hp. at Specified R.P.M.	HORSEPOWER: With Standard Accessories — Max. Intermittent Hp. at Specified R.P.M.	HORSEPOWER: With Standard Accessories — Continuous Sustained Hp. at Specified R.P.M.	Compression Ratio - to 1	Max. Combustion Pressure (Lb. per Sq. In.)	B.M.E.P. at Continuous Hp. (Lbs. per Sq. In.)	Weight per Continuous Hp. (Lb.)	TORQUE: Max. Torque in Lb. Ft. at Specified R.P.M.	Shipping Weight (Lb.)	VALVES: Arrangement	VALVES: Intake Port Diameter and Lift (In.)	VALVES: Exhaust Port Diameter and Lift (In.)	Pressure—Nozzle Opening (Lb. per Sq. In.)	Minimum Recommended Cetane Number of Fuel	Starting Method
BUDA																			
6-DT-317	AC	6-3⅝x5⅛	4	317	90–2300	75–2300	52.5–1800	14.50	725	73	21.6	185.4–1500	1133	VI	1.37– .486	1.18– .486	2000	46	Ele
6-DT-389	AC	6-3⅝x5½	4	389	96–2100	74.5–2100	57–1600	14.20	725	73	24.5	222.5–1100	1400	VI	1.44– .476	1.31– .476	2000	46	Ele
CUMMINS																			
A	DI	6-4x5	4	377	100–2200[a]	85–2200[a]	57–1600[a]	18.00	750	75	24.2	275–1200	1830	VI	1.37– .406	1.37– .406	.....	50	Ele
H	DI	4-4⅞x6	4	448	100–1800[a]	83–1800	50–1200[a]	17.00	750	74	32.6	340–800	1930	VI	1.75– .500	1.75– .500	.....	50	Ele
H	DI	6-4⅞x6	4	672	150–1800[a]	125–1800	85–1400[a]	17.00	750	72	25.5	500–800	2540	VI	1.75– .500	1.75– .500	.....	50	Ele
HS	DI	6-4⅞x6	4	672	200–1800[a]	175–1800	130–1400[a]	14.00	925	114	21.5	625–1400	3000	VI	1.75– .500	1.75– .500	.....	50	Ele
DODGE																			
T-126	AC	6-3¾x5	4	331	100–2600	.....	92.5–2600	14.75	900	87	14.4	240–1600	1338	VI	1.55– .375	1.31– .375	2000	40	Ele
GEN'L MOTORS																			
3-71	DI	3-4¼x5	2	212	.....	45–1200	62–2000	16.00	980	70	18.5	263–1000	1150	VI	No Valves	1.25– .375	.....	45	Ele
4-71	DI	4-4¼x5	2	284	.....	60–1200	83–2000	16.00	980	70	15.7	350–1000	1300	VI	No Valves	1.25– .375	.....	45	Ele
6-71	DI	6-4¼x5	2	425	.....	90–1200	123–2000	16.00	980	70	13.5	525–1000	1660	VI	No Valves	1.25– .375	.....	45	Ele
HERCULES																			
DJXB	TC	6-3½x4½	4	260	77–2600	66–2600	51–1800	14.50	750	86	17.2	178–1400	875	VI	1.62– .375	1.12– .375	1650	45	E-G
DJXC	TC	6-3¾x4½	4	298	83–2600	71–2600	59–1800	14.50	750	87	14.8	208–1500	875	VI	1.62– .375	1.12– .375	1650	45	E-G
DRXB	TC	6-4⅜x5¼	4	474	120–2000	102–2000	89–1600	14.50	750	94	16.1	350–1300	1435	VI	2.00– .395	1.37– .395	1650	45	E-G
DHXB	TC	6-5x5	4	707	176–1800	150–1800	121–1400	14.50	750	97	20.7	530–1400	2500	VI	2.37– .500	1.62– .500	1650	45	E-G
MACK																			
END405	LE	6-4x5⅝	4	405	107–2200	94–2200	.....	14.60	840	.....	.....	308–1200	1710	VI	1.56– .418	1.50– .418	1400	46	Ele
END457	LE	6-4¼x5⅝	4	457	.....	.....	.....	14.60	840	.....	.....	355–1100	.....	VI	1.56– .418	1.56– .418	1400	46	Ele
END605	LE	6-4⅝x6	4	605	144–2000	130–2000	.....	14.63	840	.....	.....	455–1100	1980	VI	1.64– .500	1.64– .500	1700	46	Ele
WAUKESHA																			
6BKH	DI	6-3¾x4¼	4	282	83–2800	67–2800	44–1800	6.40	500	65	22.1	174–1400	975	VI	1.62– .375	1.25– .375	750	....	E-H
140HS	DI	6-4¼x5½	4	468	114–2250	95–2250	67–1500	5.80	500	73	22.5	342–1000	1510	VI	1.87– .531	1.37– .469	750	....	Ele
140HK	DI	6-4½x5½	4	525	128–2250	109–2250	75–1500	5.80	500	74	21.0	383–1000	1550	VI	1.87– .531	1.37– .469	750	....	Ele
145HS	DI	6-4¾x6	4	638	143–2000	121–2000	86–1400	5.60	500	76	21.3	450–900	1835	VI	1.87– .594	1.37– .531	750	....	Ele

[a]—Without fan or muffler
AC—Air Chamber
DI—Direct Ignition
E-G—Electric or Auxilliary Gasoline Engine
E-H—Electric or Hand
Ele—Electric
LE—Lanova Energy Cell
TC—Turbulence Chamber
VI—Vertically In-head

DIESEL FUEL TAXES

STATE	State Gasoline Tax	State Diesel Fuel Tax	DIESEL FUEL TAX REMARKS
Alabama	6	6	Same if used in motor vehicles on highways.
Arizona	5	5	Paid by user if used in motor vehicle on highways.
Arkansas	6½	6½	Paid by user if used in motor vehicle on highways.
California	3	3	Same as gasoline tax.
Colorado	4	4	Same as gasoline if for use on highways.
Connecticut	3	3	Collected by distributor.
Delaware	4	4	Same. Diesels pay twice the registration fee.
Dist. of Col.	3	3	When used in equipment on the highways or intended to be used thereon.
Florida	7	7	Diesel tax made effective July 1, 1939.
Georgia	6	6	Same if used in motor vehicles on highways.
Idaho	5.1	5.1	Collected through oil companies.
Illinois	3	3	Collected from licensed distributor and user direct.
Indiana	4	4	Tax paid on sales basis if used on the highways.
Iowa	3	3	Same as gasoline tax if used on highways.
Kansas	3	3	Paid by user if used in motor vehicles on highways.
Kentucky	5	5	Paid by user if used in motor vehicles on highways.
Louisiana	7	7	Paid by user if used in motor vehicles on highways.
Maine	4	4	Paid by user if used in motor vehicles on highways.
Maryland	4	4	Same as gasoline tax.
Massachusetts	3	No	Diesels pay higher registration fee.
Michigan	3	3	Collected by wholesale distributor.
Minnesota	4	4	Tax paid on declaration of use by licensed user.
Mississippi	6	6	Same if used in motor vehicles on highways.
Missouri	2	2	Same if used in motor vehicles on highways.
Montana	5	5	Paid by user if used in motor vehicles on highways.
Nebraska	5	No	In addition to regular truck registration fee, diesel vehicles pay a special fee twice the regular.
Nevada	4	5	Increase made effective July 1, 1939.
New Hampshire	4	4	Same as gasoline tax.
New Jersey	3	3	Same as gasoline tax.
New Mexico	5	5	Collected from licensed and bonded user direct.
New York	4	4	Same as gasoline tax.
North Carolina	6	6	Same as gas tax if used as motor vehicle fuel.
North Dakota	4	4	Same as gasoline tax.
Ohio	4	4	Same as gasoline tax.
Oklahoma	5½	5½	Same if used in motor vehicles on highways.
Oregon	5	5	Diesels also charged higher license fee—Trucks $1.50 per 100 lb. light weight.
Pennsylvania	4	4	Taxable only if used in motor vehicles on highways.
Rhode Island	3	3	Same as gasoline tax.
South Carolina	6	6	Paid by user if used in motor vehicles on highways.
South Dakota	4	4	Paid by user if used in motor vehicles on highways.
Tennessee	7	7	Paid by user if used in motor vehicles on highways.
Texas	4	4	Same as gasoline tax.
Utah	4	4	Paid by user if used in motor vehicles on the highways.
Vermont	4	No	Diesel vehicles charged twice the registration fee.
Virginia	5	5	Collected from licensed "User-Sellers" and "Users"
Washington	5	5	Diesels also pay 25% capacity license fee on gross weight.
West Virginia	5	5	Same as gasoline when used on highways.
Wisconsin	4	4	Same as gasoline tax.
Wyoming	4	4	Same as gasoline tax when used on highways.
FEDERAL	1½	No	No tax collected at present.

LUBRICATION SPECIFICATIONS

The first step in every good PM and truck conservation program is proper lubrication. Here are specific recommendations for the correct oils and greases for the engine, transmission, rear axle, steering gear and universal joint as supplied by the various truck manufacturers for their makes and models.

These specifications are unusually complete. For example, where trucks are equipped with steering column shift levers, double reduction and 2-speed axles, a change in the recommendations given for standard units will be noted. Similarly, where high speeds or severe operating conditions might be encountered these specifications indicate such changes as will insure the best performance with minimum wear to the vital operating parts.

ABBREVIATIONS

*—Fibre Grease for pin and bushing type; 160 for needle bearing type
**—Use 90EP below 30°; 140EP above 30° on all 2-speed axles
***—Use 160EP on 5-speed transmissions
†—10% kerosene in extremely low temperatures
††—Use 40 for high speed above 90°
§—Use 50 for high speed above 80°
#—Use 40 in 672 and 707 Diesel engines
‡—Use 90EP with dual performance axles. Do not use EP in double reduction axles
a—Double reduction and 2-speed axles 110EP
b—Double reduction and 2-speed axles 90EP (140EP at temperatures above 100°)
A—Also front axle
C—Use 90EP in two-speed axles on Models 147, 154, 156
d—If equipped with steering column shift use 90
e—If equipped with steering column shift use 80
f—Under severe conditions use 140
EP—Extreme pressure
FG—Fibre Grease
H—Heavy duty
Hyp—Hypoid lubricant
Kero—Kerosene
M—Mild
N—Normal duty
(S)—Summer
SS—Cylinder oil sodium soap grease
(W)—Winter

TRUCK MAKE AND MODEL	ENGINE			TRANSMISSION		REAR AXLE		STEERING GEAR		UNIVERSAL JOINT
	Viscosity and Temperature Range			Summer	Winter	Summer	Winter	Summer	Winter	
AUTOCAR—All Models (1935-39)	(S)40	(W)30		160	110	160	110	160	110	160
All Models (1940-42)	(S)30#	(W)20		140	90	140	90	140	90	140-90
BANTAM 60	(S)30	(W)20		160	90	160	90			None
65	(S)30	(W)20		140	90	140	90			None
BROCKWAY 78, 83, 88, 92, 94, 112, 126, 146, 147 (1935-42)	N30 above 32°	H40 above 32°	30 below 32°	160	110	160(C)	110(C)	160	110	160
152, 153, 154, 156, 162, 166, 170X, 175X, 195X, 220X, 240X, 260X (1934-42)	N40 above 32°	H40 or 50 above 32°	30 below 32°	160	110	160(C)	110(C)	160	110	160
CHEVROLET—All Models (1935)	20 above 75° 20W@32° to 75°	10W@-15° to 32°	90% 10W, 10% Kero below -15°	160	90†	160	90†			160-90†
All Models (1936-37)	30 above 50° 20@30° to 80°	20W@10° to 80° 10W@10° to 45°	90% 10W, 10% Kero below 20°	160	90†	160	90†			160-90†
All Models (1938)	30 above 50° 20@30° to 50°	20W@10° to 30° 10W@10° to 10°	90% 10W, 10% Kero below -10°	90	90†	90 ¾-Ton 90EP	90 ¾-Ton 90EP			90
All Models (1939)	20 or 20W above 32°	20W@10° to 30° 10W@ -10° to 10°	90% 10W, 10% Kero below -10°	90	90	90 ¾-Ton 90EP	90 ¾-Ton 90EP			90
All Models (1940-42)	20 or 20W above 32°	20W@10° to 30° 10W@ -10° to 10°	90% 10W, 10% Kero below -10°	90	90	90Hyp	90Hyp			90
CORBITT—All Models (1934-38)	(S)40	(W)30		110	90	160	110	160	160	160
All Models (1939-42)	(S)40	(W)30		160	90	160	90	160	160	160
DIAMOND T—211, 211A, 220, 226, 227, 242, 243, 262, 311B, 311C, 312, 351B, 351C, 352, 411B, 412B, 511B, 512B (1934-35)	40 above 40°	30 below 40°		160	90	**160	** 90	160	160	160
311DR, 351DR, 411DR, 412DR, 511DR, 512DR (1935-36)	40 above 40°	30 below 40°		160	90	**110EP	**110EP	160	160	160
228, 412B, 512B, 80, 212A, 212B, 221, 244, 313, 320, 353, 360 (1936-37)	40 above 40°	30 below 40°		160	90	**160	** 90	160	160	160
412DR, 512DR (1936-37)	40 above 40°	30 below 40°		160	90	**110EP	**110EP	160	160	160
All Models (1938-39)	40 above 40°	30 below 40°		160	90	160EPa	90EPa	160EP	110EP	160EP
All Models (1940)	40 above 40°	30 below 40°		140	90	140EPb	90EPb	140EP	140EP	140EP
805, 805C, 808, 808C, 900 (1941-42)	40 above 40°	30 below 40°		140	90	140EPb	140EPb	140EP	140EP	140
All Other Models (1941-42)	40 above 40°	30 below 40°		140	90	140EPb	90EPb	140EP	140EP	140
DODGE—LC				140	90	140	90	90	90	FG
LE, LF, K-50V, K-60V, ME, MF, ML, MK, RE, RF, RL, RK, TE, TF, TL, TK, VL, VK				140EP	90EP	140EP	90EP	90	90	140
LG, LH, MG, MH, RG, RH				140EP	90EP	140EP	90EP	90	90	140
MC, RC, TC, TD-15, VC, VD, WC, WD	40 above 90°	20W@10° to 32°	90% 10W, 10% Kero below -10°	140	90	90Hyp	90Hyp	90	90	FG
MD, RD, TD-20, TD-21	30@32° to 90°	10W@ -10° to 10°		140	90	140EP	90EP	90	90	FG
TG, TH, VG, VH, VF, VM, WF, WFM, WG, WH, WGM, WHM				140EP	90EP	90Hyp	90Hyp	90	90	140
WL, WK, WLD, WKD				140EP	90EP	90EP	90EP	90	90	140

FEDERAL—15, 18, 20, 25, T10B, T10W (1935)	(S)30	(W)30		160	160	160	160			160
28, 29, 30, 40, 40DR, 50, C7, C8, X8, X8R (1935)	(S)30	(W)30		200	200	160	160			160
All (1936-37)	(S)50	(M)30	(W)20	160	160	160***	160***			160
9 (1938); 7 (1940)	N30, H40@50° to 110°	N20, H30@15° to 50°	N10, H20@ -20° to 15°	160	90	160	90			160
C7, C8, 40, 50, 40F, 50F, 62, 63, 65, 66 (1939)	N40, H50@50° to 110°	N30, H40@15° to 50°	20@ -20° to 15°	160	90	160	90			160
40, 50, 50H, 62, 63, 66, 62, 65, 66 (1940-42)	N40, H50@50° to 110°	N30, H40@-15° to 50°	N20, H30@ -20° to 15°	160	90	160	90			160
8, 10, 11, 11K, 12, 12K, 14, 14K, 15, 15K, 16, 17, 18, 18K, 20, 20K, 25, 25K, 29, 29H, 29K, 35, 45, 55, 75, 75K, 76, 77, 80, 80K, 85, 85K, 89, 89H, 89K, 90, 92, 94, 94H (1939-42)	N40, H50@50° to 110°	30@15° to 50°	20@-20° to 15°	160	90	160	90			160
FORD—All (1932-38)	50 above 90°	30@20° to 65°	20W above 10°	140	90 or 110	140EP	90EP or 110EP	160	90 or 110	SS
	40@30° to 110°		10W above -10°							
All (1939-40)	40 above 90°	30 above 32°	90% 10W, 10%	140(d)	90(e)	140EP(M)	90EP(M)	90	90	SS
All (1941-42)	40 above 90°	30 above 32°	Kero below -10°	140(d)	90(a)	140EP(M)	90EP(M)	90	90	140
FWD—HS, T26, HA, T30 (1939-42)	(S)40	(MW)30	(W)20W	140	90	140EP	90EP	140EP	90EP	160
All Others (1936-42)	(S)50	(MW)40	(W)30	140	90	140EP	90EP	140EP	90EP	160
GENERAL MOTORS—T16, T18, T33, T33L, T43T, T23 (1934-35)	40 above 90°	30@32° to 90°	20W@32° to 0°		90 below 15°	160	110@			110
T46 (1934-35)	50 above 90°	40@32° to 90°	10W below 0°	160	110@	above	15° to 35°	160	160	160
T78, T78T, T75H, T75, T75T, T73, J73H (1934-35)	40 above 35°	30@32° to 35°			15° to 35°	35°	90 below 15°			
T14, T16, T16H, F16, F16H, T18, T18H, F18, F18H, T23, T23H, F23, F23H, T33, T33H, F33, F33H, T46, F46 (1936-37)	40	30@	20@30° to 70°	160	90 below 15°	160	. 110@	160	110	Same
T46, F46, T61, F61, T61H, F61H (1936-37)	above 80°	40° to 80°	20W@10° to 70°	above	110@	above	15° to 35°	and	and	as Rear
T14, T145, T15 (1938)	50 above 80°	40@50° to 80°	10W@10° to 45°	35°	15° to 35°	35°	90 below 15°	3%SS	3%SS	Axle
T155, T16, T16H, F16, F16H (1938)	20@30° to 110°	20W@10° to 70°		90		90		140 or	90 or	(S)140
T18, T18H, F18, F18H, T23, T23H, F23, F23H, T33, T33H, F33, F33H, T46, F46 (1938)	20@30° to 110°	20W@10° to 70°			90	140 or 160‡	90‡	160	110	or 160
T61, T61H, F61, F61H (1938)	30@40° to 110°††	20@40° to 70°	10W@ -10° to 45°	140 or		140 or		and	and	(W)190
AC-100, AC-150 (1939); AC-250, AC-300, AC-350, AC-400, AC-450, AF-200, AF-240, AF-241, AF-300, AF-310, AF-350, AF-400, AF-450 (1939-40)	40@50° to 110°§	20W@10° to 70°	90% 10W, 10%	160		160‡		3%SS	3%SS	or 110
AC-100, AC-150 (1940); CC-100, CC-150 (1941-42)	H30@40° to 110°		Kero below -10°							
CC-250, CC-260, CC-300, CC-350, CC-400, CC-450, CF-350, CF-400, CF-450 (1941-42)	N20@32° to 110°	20W@10° to 70°		90(f)	90	140‡	90‡	140	90	Same
	20@32° to 110°			90(f)	90	90Hyp	90Hyp	and	and	as
AC-500, AC-550, AC-600, AC-650, AC-700, AC-800, AC-850, AF-500, AF-550, AF-600, AF-650, AF-700, AF-800, AF-850 (1939-42)	H30@40° to 110°	20W@10° to 70°		90(f)	90	90(f)‡	90‡	3%SS	3%SS	Steering
	N20@32° to 110°									Gear
	H30@40° to 110°			140	90	140‡	90‡			
	N20@32° to 110°	20W@10° to 70°								
GRAMM—All Models (1935-42)	30 to 40 above; 32°	20 to 30@10° to 32°	10 to 20 below 10°	160	90	160	90	160	90	160
HUG—83W, 85W, D92U, D98, D99, D99S, 50-6	40@50° to 110°	30@15° to 50°	20W@ -20° to 16°	140	90	140	90	160	90	160
87W, 92U, 98, 44-4, 45-4, 99, 99S, 46-4	50@50° to 110°	40@15° to 50°	30@ -20° to 15°	140	90	140	90	160	90	160
INDIANA—All Models (1934-40)	#30 above 32°	20W above 10°	10W above -10°	110	90	110EP	90EP	110	110	160
INTERNATIONAL—All Models	(S)N30 or 40	30@32° to 90°	10W@ -10° to 10°	140	90	140**	90**	140	90	140
	(S)H40 or 50	20W@10° to 32°								
KENWORTH—146, 146SW, 146SBT (1936-37)	(S)30	(W)20		140	90	140	90	140	140	140
241A, D241C, 346C (1936-37)	(S)50	(W)30		140	90	140	90	140	140	140
All Others (1936-37)	(S)40	(S)30		140	90	140	90	140	140	140
H30 (1938)	50 above 32°	30@0° to 32°		140	90	140	90	140	90	140
505 to 512, 514, 515, 516, 519, 520 to 524, 543 to 548, 549, 550, 552 (1938-42)	50 above 90°	40@60° to 90°	30@10° to 60°	140	90	140	90	140	90	140
			20W@ -10° to 10°							
513, 536, 537, 538, 621, 622 (1938-42)	40 above 75°	30@32° to 75°	20W@ below 32°	140	90	140	90	140	90	140
525, 526, 527, 528, 539, 540, 541, 542 (1938-42)	40 above 50°	30@5° to 50°	20W@ -0° to 5°	140	90	140	90	140	90	140
547 (1938-42)	50 above 30°	30@ below 0° to 32°		140	90	140	90	140	90	140
551, 553, 554, 555, 556 (1938-42)	50 above 75°	40@32° to 75°	30@ below 30°	140	90	140	90	140	90	140
LA FRANCE REPUBLIC—C3, D4, E4 (1934-35)	40@32° to 90°	30@0° to 32°	20W@15° to 0°	140	90	140	90	140	140	140
F4, H6, K1, M4, MT4 (1934-38)	50@32° to 90°	30@0° to 32°	20W@15° to 0°	140	90	140	90	140	140	140
EH5B, EH5D, EH6B, EH6D (gasoline engines)	40@50° to 110°	30@15° to 50°	20W@ -20° to 15°	140	90	140	90	140	140	140
FH5B, FH5D, HH7, KH2, MH5 (gasoline engines)	50@50° to 110°	40@15° to 50°	30@ -12° to 15°	140	90	140	90	140	140	140
MARMON-HERRINGTON—Ford Conversions	(S)40	(M)30	(W)20 (10 below 10°)	140	90	140A	90A	90EP	90EP	140
All Other Models	(S)50	(M)40	(W)30	140	90	140A	90A	140	90	140
OSHKOSH—All Models (1936-42)	40 above 32°	30@0° to 32°	20 below 0°	140	90	250	140			140
REO—All Models (1934-39)	30 above 18°	20W@0° to 18°	10W below 0°	140	90	140	90			140
All Gasoline Models (1940-42)	20 above 32°	10W below 32°		140	90	140	90			
All Diesel Models (1941-42)	40 above 50°	20@0° to 50°	20 below 0°	140	90	140	90			140
STERLING—FB50 De Luxe, FB60 De Luxe, FB70 De Luxe (1934-38)	40@32° to 90°	30@0° to 32°	20W@15° to 0°	140	90	140	90	140	140	140
FB60, FD90, FC90 (1934-38)	50@32° to 90°	30@0° to 32°	20W@0° to 15°	140	90	140	90	90	90	140
FD97, FD115, FC100, FC135, HC140, HC170 (1934-38)	50@32° to 90°	30@0° to 32°	20W@0° to 15°	140	90	140	90	140	140	140
FBT130 (1934-35)	40@32° to 90°	30@0° to 32°	20W@0° to 15°	140	90	140	90	90	90	140
FBT152, FDT180, FCT180, FDT200, FCT200, HCS210 (1934-38)	50@32° to 90°	30@0° to 32°	20W@0° to 15°	140	90	140	90	140	140	140
MB75, MD75, MS75, MB85, MD85 (1939-42) (gasoline)	40@50° to 110°	30@15° to 50°	20W@ -20° to 15°	140	90	140	90	110EP	110EP	140
MB90, MD90, HC175, HC200, HC185, HC250, HCS255, HCS285, HCS300 (1939-42) (gas.)	50@50° to 110°	40@15° to 50	30@20° to 15°	140	90	140	90	110EP	110EP	140
JB90, JD90, HD105, HD110, HD115, HD135, HD137, HD145, HD165, HD175, HC105, HC115, JC137, JC145, HC145, HC147, HC156, HC165, HBT128, HWS128, HDS128, JDS160, JWS160, HDS235, HWS235, HCS225 (1939-42) (gasoline)	50@50° to 110°	40@15° to 50°	30@20° to 15°	140	90	140	90	140	140	140
STEWART—49A	(S)30	(W)20		160	90	160	90	160	90	160
58A, 59A	(S)40	(W)30		160	110	160	110	160	110	160
38A	(S)50	(W)30		160	110	160	110	160	110	160

CONTINUED ON PAGE 66

LUBRICATION SPECIFICATIONS

CONTINUED FROM PAGE 65

TRUCK MAKE AND MODEL	ENGINE			TRANSMISSION		REAR AXLE		STEERING GEAR		UNIVERSAL JOINT
	Viscosity and Temperature Range			Summer	Winter	Summer	Winter	Summer	Winter	
STUDEBAKER—T2, T4, T6, T8 (1934); IT200, IT600 (1935)	30 above 45°††	20@10° to 45°	10 below 10°	140	90	140	90			
W8 (1934); IW700, IW800 (1935)	50 above 32°	40@0° to 32°	30 below 0°	140	90	140	90			
2T2, 2M2, 2TB2 (1936)	30 above 45°††	20@10° to 45°	10 below 10°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
2W6, 2M6, 2NB6, 247 (1936)	40 above 32°	30@0° to 32°	20 below 10°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
2WB (1936)	50 above 32°	40@0° to 32°	20 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
J5 (1937)	30@45° to 90°††	20@0° to 45°	10 below 0°	90	90	EP	EP			
J15, J15B, J15M, K15, K15B, K15M (1937-40)	30 above 45°††	20@0° to 45°	10 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
J20, J20M, J20MB, J25, J25M, J25MB, K20, K20M, K20MB, K25, K25M, K25MB (1937-40)	40 above 32°	30@0° to 32°	20 below 0°	140 below 32°	90 below 32°	140 above 32°	90 below 32°			
J30, J30M, K30, K30M (1937-40)	50 above 32°	40@0° to 32°	30 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
K5 (1938); L5 (1939)	30 above 32°	20@0° to 32°	10 below -10°	90	90	EP	EP			
K10 (1938-40)	30 above 45°	20@0° to 45°	10 below 0°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
Coupe-Express (1941-42)	40 above 90°	20@10° to 32°	10 below 10°	140 above 32°	90 below 32°	90EP	90EP			
All Other Models (1941-42)	30@32° to 90°	20@10° to 32°	10 below 10°	140 above 32°	90 below 32°	140 above 32°	90 below 32°			
WALTER—All Models	(S)50	(W)30		140	90	140	90	140	90	
WHITE—All Models	40 above 90°	30 above 32°	20 above 10° 10 above -10°	140	90	140	90			140
WILLYS—77 (1933-36)	30@40° to 80°	20@15° to 40°	10@ -15° to 15°	190 to 210	150 to 170	190 to 210	150 to 170	190 to 210	150 to 170	FG
77, 38, 48 (1937-39)	30 or 20W above 32°	10W above -10°	90% 10W, 10% Kero below -10°	90	90	90	90	190 to 210	150 to 170	FG
440, 441, 441P, 442, 442P	30 above 90° 20 above 32°	20W-10° to 32° 10W-10° to 10°		90	90	90	90	250	250	FG

ABBREVIATIONS

*—Fibre Grease for pin and bushing type; 160 for needle bearing type
**—Use 90EP below 30°; 140EP above 30° on all 2-speed axles
***—Use 140EP on 5-speed transmissions
†—10% kerosene in extremely low temperatures
††—Use 40 for high speed above 90°
§—Use 50 for high speed above 80°
‡—Use 40 in 672 and 707 Diesel engines
‡—Use 90EP with dual performance axles. Do not use EP in double reduction axles
a—Double reduction and 2-speed axles 110EP
b—Double reduction and 2-speed axles 90EP (140EP at temperatures above 100°)
A—Also front axle
C—Use 90EP in two-speed axles on Models 147, 154, 156
d—If equipped with steering column shift use 90
e—If equipped with steering column shift use 80
f—Under severe conditions use 140
EP—Extreme pressure
FG—Fibre Grease
H—Heavy duty
Hyp—Hypoid lubricant
Kero—Kerosene
M—Mild
N—Normal duty
(S)—Summer
SS—Cylinder oil sodium soap grease
(W)—Winter

TRAILER REGISTRATIONS

(As of December 31, 1942)

	Trailers and Semi-Trailers	Passenger Car Trailers
Alabama	5,883	(1)
Arizona	5,500	.....
Arkansas	14,943	(1)
California	187,431	(2)
Colorado	1,991	(1)
Connecticut	1,122	5,353
Delaware	(3)	(3)
District of Columbia	798	(2)
Florida	6,700	13,700
Georgia	5,459	9,618
Idaho	392	21,000
Illinois	30,429	(2)
Indiana	77,152	(1)
Iowa	100,000	(2)
Kansas	6,050	2,211
Kentucky	(1)	(1)
Louisiana	14,383	(1)
Maine	11,000	(1)
Maryland	7,092	.....
Massachusetts	17,317	(2)
Michigan	157,672	9,240
Minnesota	110,963	.....
Mississippi	8,200	.....
Missouri	47,457	(2)
Montana	6,451	.....
Nebraska	4,159	15,199
Nevada	2,673	(2)
New Hampshire	6,233	.....
New Jersey	8,300	80
New Mexico	2,750	(2)
New York	48,100	(2)
North Carolina	47,726	(2)
North Dakota	(3)	1,119
Ohio	140,000	(2)
Oklahoma	7,381	1,193
Oregon	(3)	(3)
Pennsylvania	35,029	(1)
Rhode Island	(1)	1,457
South Carolina	5,804	(1)
South Dakota	26,000	(1)
Tennessee	(1)	(1)
Texas	80,397	(2)
Utah	642	(2)
Vermont	2,229	(2)
Virginia	7,386	6,598
Washington	29,000	(2)
West Virginia	572	3,213
Wisconsin	6,569	1,531
Wyoming	10,857	(2)
Total	1,276,192	91,512

(1)—Not registered separately. (2)—Included with commercial trailers. (3)—Included with trucks.

BATTERY DATA

BATTERY TYPE AND CAPACITY BY TRUCK MODELS

TRUCK MAKE AND MODEL	BATTERY		
	Amp. Hr. Capacity	Number of Plates	Terminal Grounded
AUTOCAR			
A, B, UA, UB, C10, U10, C20, U20, C30, U30	118	15	P
RM, RL, D, UD, UDD	135	17	P
DF, N, NF, DH, DS	152	19	P
UDF, UN, UNF, US	152	19	P
UT, 5UTR, 6X2UT, T, C, 6X2UT	135*	17	P
RMT, 1TR, 6X2RL, 1UTR, 6X2UD	118*	15	P
2TR, 3TR, 4TR	135*	17	P
2UTR, 3UTR, 4UTR	135*	17	P
RLD, DP, C40, C40D, U40, U40D	135	17	P
6X2DF, 6X2NF, 6X4DF	135*	17	P
6X2T, 6X4TO, 6X4TD, 6X4TC, 6X4S	135*	17	P
6X2UN, 6X2UNF, 6X4UTO, 6X4UTD	135*	17	P
4X4DF, 4X4N, 4X4NF	152	19	P
C10, U10, C20, U20, C30, U30	118	15	P
C10T, U10T, C20T, U20T, C30T, U30T	101*	13	P
DC10, DC10T, DU10, DU10T, DC20, DC20T, DU20, DU20T	135**	17	P
C40, U40, C40D, U40D, C50D	135	17	P
C40T, U40T, C4062, C4064, U4064, C50T	118*	15	P
DC50T	237*	25	P
C60, U60, U60D, C70, U70, C70D, C7044, 380, U80, C80D, U80D	152	19	P
C60T, U60T, C70T, U70T, C7062, U7062, C7064, U7064, C80T, U80T, C8044, C8062, U8062, C8064, U8064, C90, U90, C90T, U90T, C90D, U90D, C9044, C9062, U9062, C9064, U9064	135*	17	P
DC100T, DU100T, DC100D, DC10044, DC10062, DU10062, DC10064, DU10064	152**	19	P
BANTAM			
60, 65	67	11	P
BROCKWAY			
78, 83, 88, 92, 94	118	15	P
112, 128, 146, 147, 152, 153, 154, 156, 162, 166	135	17	P
160X, 165X	135	17	P
170X, 175X, 195X, 220X	152	19	P
240X, 260X	118*	15	P
CHEVROLET			
All Trucks (1935-36)	90	15	N
(1937-38)	94	15	N
(1939)	95	15	N
(1940-42)	100	15	N
CORBITT			
12B, 13B, F12, 17B, F14, 14BT, 21B	101	13	P
26D, F23, F27, F35, 18BT, 22BT, 27BT	101	13	P
F18	101	17	P
DIAMOND T			
201 (Stud.)	95	15	P
201 (Deluxe), 201C, 306, 306SC, 404, 404C, 404SC	100	15	P
406	110	17	P
509, 509C, 612, 612C, 614, 614C	118	15	P
702, 702C, 805, 805C, 806, 806C	152	19	P
900	200	25	P
DODGE			
RC, RD, TC, TD, VC, WC Series	90	13	P
RE, VD, TE, WD Series	95	15	P
RF, VF, WF, WFM Series	105	15	P
RG, RH, TG, TH, VG, VH, WG, WH, WGM, WHM Series	119	15	P
RL, RK, RO, RP, TL, TK, VL, VK, WL, WK Series	136	17	P
TLD, TKD, VLD, VKD, WLD, WKD	153**	19	P
WC (1942)	90	13	P
WD (1942)	95	15	P
WF, WFM (1942)	105	15	P
WG, WH, WGM, WHM (1942)	119	15	P
WL, WK (1942)	136	17	P
WLD, WKD (1942)	136**	17	P
FEDERAL			
7, 8, 9, 10, 11, 11H, 12, 14	100	13	P
15, 15H, 18H, 20H, 75	100	13	P
16, 17, 18, 20, 76, 77, 80	118	15	P
18, 20 (Late 1941)	135	17	P
25, 29, 25H, 29H, 35, 45	135	17	P
40, 40DR, 50, 50H	135	17	P
62, 63, 65, 66 (12-volt)	135*	17	P
C7, C7W, C8, C8W, C8H	135	17	P
75, 80, 75H, 80H	100	13	P
85, 89, 85H, 89H, 90, 92, 94	135	17	P
FORD			
(1939)	100	17	P
(1940-42)	120	17	P
FWD			
HS, HG, HM, SUA, SU, YU, HA, HR, M6, CU, CUA, T26, T30, T32, MJ6, M7, M10, MJ6X6, M6X6	153	19	P
GENERAL MOTORS			
AC100 to 450 (1940)	100	15	P
AF300 to 450 (1940)	100	15	P
AF240 (1941-42)	86	13	P
CC100 to 450 (1941-42)	125	19	P
CF300 to 450 (1941-42)	100	15	P
AC500 and up (1939-42)	115	17	P
AF500 and up (1939-42)	115	17	P
ADC 500 and up (12-volt)	280	25	P
ADF500 and up (12-volt)	200*	25	P
HUG			
98, 99, 99S, 44-4, 45-4, 46-4	153	19	N
D42, D43, D43L, D98, D99, D99S, 42W, 87W, CB8P	153	19	N
15W, 19W, 83W, 85W, CB6P, CB7P	105	19	N
INTERNATIONAL			
K1, K2, K3, K4, KS4, K5, KS5, K5COE, KS5COE (1941-42)	105	15	P
K6, KS6, K6T, KS6T, K6F, K7, KS7, K7COE, KS7COE (1941-42)	127	15	P
K8, KS8, K8COE, KS8COE, K8T, KR8, KR8COE, KR8T, KS8T, K8F, K10, KR10, KS10, KR11, KS11, KR11COE, KS11COE, KR11T, KS11T, K11F, KR12F (1941-42)	145	17	P
KENWORTH			
505 to 512, 514, 515, 516, 519 to 524, 548, 550 to 556 (1941-42)	150*	21	P
513, 533 to 540 (1941-42)	135	19	P
525 to 528, 541 to 545 (1941-42)	150	21	P
LA FRANCE-REPUBLIC			
All Models (1941-42)	158	23	P
MARMON HERRINGTON			
E, F, FF, H, HH, J, JJ, LD, LLD, M, MM, OT, OOT Series Models	100	17	P
C10-4, C20-4, C30-4, DSD100-4, DSD-200-4, DSD200-6, DSD300-4, DSD-300-6	120	17	P
C40-4, C50-4, DSD400-4, DSD400-6, DSD500-4, DSD500-6	141	17	P
MARMON-HERRINGTON—(Cont.)			
C55-4, C55DR-4, C60-4, C60-6, C70-4, C70-6, DSD500-4, DSD550-DR4, DSD600-4, DSD600-6, DSD700-4, DSD700-6	116	15	P
C80-4, C80-6, DSD800-4, DSD800-6	120	13	P
DSD900-4, DSD900-6, DSD1000-4, DSD1000-6	138	15	P
OSHKOSH			
W900	204	25	P
All Other Models	153	17	P
REO			
450, 450L, 475, 475L, 650, 650L, 675, 675L, 1A4, 1C4	90	13	N
1A4H, 1C4H, 1B7M, 2B7M	90	13	N
1B4, 1D4, 1B4H, 1D4H, 2B4, 2D4, 2B4, 2D4, 2J5, 2H5, 1L5	90	13	N
2LM7, 2LMH7	240	25	N
	140	15	N
2L4, 2L4H, 2LC4	240	25	N
	140	15	N
19, 20	90	13	N
21, 22, 23	136	17	N
4D19	204	25	P
6D19, D20	272*	33	P
23H, 25	170	21	N
27	133	15	N
STERLING			
MB75, MB85, MC87, MB90, MC96, JB90, HD105, HD110, JD135, JD137, HD145, HD165, HC105, HC115, JC115, JC137, HC144, JC145, HC145, HC147, HC156, HC165	158	23	P
HD175, HC175	170*	21	P
STEWART			
40A, 60A, 61A, 62A, 47A, 50A	117	15	P
38A, 49A, 51A, 58A, 59A	133	17	P
STUDEBAKER			
K5, L5, K10, K15, K15M	105	15	P
K20, K20M, K25, K25M	136	17	P
K20D	136**	17	P
K30, K30M	153	19	P
All Models (1941-42)	90	13	P
WALTER			
FN, FM (1940-42)	160	17	P
FKM, FC, FCK, FB, FBR (1940-42)	120*	15	P
FXB, FXR (1940-42)	160*	17	P
WHITE			
700, 704, 510	100	15	P
704K, 708, 709, 710, 718, 750, 750T, 800, 802	119	15	P
750T	136	17	P
720, 720T, 722, 820 (12-volt)	120	13	P
805, 809, 810, 812, 818	117	15	P
WA14, WA18, WA20, WA22, WA26, WA34, WA114, WA118, WA120, WA122, WA126, WA134, WA2064, WA2264	119	15	P
White Horse	120	17	P
WA16	120	13	P
WILLYS			
All Models	80	13	N

ABBREVIATIONS:

* Each for 2 units. ** Each for 4 units.
N—Negative. P—Positive.

STATE SIZE AND W

STATE	SIZE RESTRICTIONS (K)							GROSS WEIGHT (LEGAL LIMITS)		(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (K) (Where No Distinction is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)												(In thousands of pounds)
			LENGTH																			
	Width (Inches)	Height (Feet)	Single Unit	Tractor Semi-Trailer	Other Combinations	Number of Trailers (Semi-Trailer = ½)	Minimum Tandem Axle Spacing	Per Inch of Tire Width	Per Axle (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wh. Tractor 2-Wh. Semi-T.	4-Wh. Tractor 4-Wh. Semi-T.	6-Wh. Tractor 4-Wh. Semi-T.	4-Wh. Truck 4-Wh. Trailer	4-Wh. Truck 6-Wh. Trailer	6-Wh. Truck 4-Wh. Trailer	6-Wh. Truck 6-Wh. Trailer	4-Wh. Tractor 2-Wh. Semi-T. 4-Wh. Trailer	4-Wh. Tractor 4-Wh. Semi-T. 4-Wh. Trailer	6-Wh. Tractor 4-Wh. Semi-T. 6-Wh. Trailer
Ala. TV	96	12½	30	40	NP	½	NS	600	16	30	30	30	30	30	NP	NP	NP	NP	NP	NP	NP
Ariz.	96	14½	35	65	65	1½	NS	700-P 500-S	18	22	34	40	44	56	44	56	56	68	62	66	90
Ark. VXZ	96	12½	35	45	45	1 or ½	40	Table	18	38	46.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	NP	NP	NP
Cal. XZ	96	13½	35	60	60	NR	NS	NS-P 600-S	18	36	53.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6
Colo. X	96 102 b	12½	35	40	50	1½	40	NS-P 500-S	18-I 16-J	24	34	50.4	50.4	50.4	48	58	58	63	63	63	63
Conn. TZ	96 c 102	12½	40	40	NP	½	NS	NS-P 800-S	NS(Z)	32-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	NP	NP	NP	NP	NP	NP	NP
Del. Z	96	12½	35	60	60	1½	NS	700	18-P 16-S	26-P 22-S	36-PN 22-S	40-P 38-S	40-P 38-S	40-P 38-S	48-P 44-S	48-P 44-S	58-P 44-S	58-P 44-S	62-P 60-S	62-P 60-S	62-P 60-S
D. C. VZ	106 a 96	12½	33	33	50	NR	40	880	24.6 15.4 s	30.8-P	39.6-P	39.6-P	39.6-P	39.6-P	61.6-P	70.4-P	70.4-P	79.2-P	70.4-P	70.4-P	79.2-P
Fla. Z	84	12	35	45	45	1 or ½	NS	550	16	16-PQ 8-S	16-PQ 8-S	19-PQ 9.5-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	NP	NP	NP
Ga. X	96	13½	35	45	45	1 or ½	40	NS	18-I 16-J	36	46.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9
Idaho V²	96	14	35	45	65	1½	NS	800 o	18	28	42	42	56	60	56	68	68	68	68	68	68
Illinois TV¹z	96	NS	35	35	40	1½	40	800	16	24 E	40	40	40	40	56	56	72	72	72	72	72
Indiana X	96	12	36	40	40	1½	40	800	18	36	47.6	50.4	50.4	50.4	50.4	50.4	50.4	50.4	50.4	50.4	50.4
Iowa TX	96	12	33	45	NP	½	40	NS	16-P 14-S	32-PW 26-S	35.2	40.6	40.6	40.6	NP	NP	NP	NP	NP	NP	NP
Kansas X	96	12½	35	35	45	1 or ½	40	NS	18-I 16-J	24 28 t	34	46.9	46.9	46.9	48	58	58	63	NP	NP	NP
Ky. TZ	96	11½	26½	30	NP	½	NS	600	NR	18	18	18	18	18	NP	NP	NP	NP	NP	NP	NP
La. Z	96	12½	35	45	45	1 or ½	40	600	18-I 16-J	18	32	36	50	64	54	54	68	68	NP	NP	NP
Maine	96	12½	40 h	40 h	40 h	1 or ½	NS	600	22-G	30	40	40	40	40	40	40	40	40	NP	NP	NP
Md. X	96	NR	55	55	55	NR	NS	600	22.4 18-e	44.8	58.4	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
Mass.	96 102 b	NR	33 35 j	40	NS	T 1 or ½	NS	800	NR	30-P 26-S	40	40	40	40	31-P 29-S	31-P 29-S	41	41	NP	NP	NP
Mich. p	96 102 b	12½	35	50	50	1½	NS	Table	18-P 16-S	36-PW 32-S	44-PW 39.2-S	54-PW 49-S	62-PW 55.2-S	70-PW 62.4-S	72-PW 64-S	80-PW 71.2-S	80-PW 71.2-S	88-PW 78.4-S	90-PW 80-S	98-PW 87.2-S	114-PW 101.8-S
Minn. TZ	96	12½	40	40	40	1 or ½	NS	NR	18-P u 10.8-S	36-PW 21.6-S	42-PW 25.2-S	54-PW 32.4-S	66-PW 36-S	66-PW 39.6-S	42-PW 25.2-S	42-PW 25.2-S	48-PW 28.8-S	48-PW 28.8-S	NP	NP	NP
Miss.	96	12½	40	40	55	1 or ½	40	NS	18-I 16-J	22	30	30	30	30	30	30	30	30	NP	NP	NP
Mo. Z	96	12½	33	40	40	1 or ½	NS	600	16	24	24	36	36	36	48	48	48	48	NP	NP	NP
Mont. XV¹	96 102 b	13½	35	60	60	1 or ½	40	600	18-P 16-S	36-P 32-S	46.9	64.4	64.4	64.4	64.4	64.4	64.4	64.4	NP	NP	NP
Neb. T	96	12	35	42	45	1½	NS	NS	16	32-W	32	40	40	40	48	48	48	48	48	48	48
Nev.	NR	NR	NR	NR	NR	NR	42	600	NR	25	38	38	38	38	50	63	63	76	63	63	76
N. H.	96	NR	33	45	45	NR	NS	800	18	30	40	40	40	40	40	40	40	40	40	40	40
N. J.	96	12½	35	45	50	1 or ½	NS	Table	Table	30	40	60	60	60	60	60	60	60	NP	NP	NP
N. M. V¹X	96 100 b	12½	35	45	45	1 or ½	40	700-P 500-S	18-I 16-J	36-I 32-J	40.2-I 40.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	NP	NP	NP
N. Y. X	96 106 b	13	35	50	50	1 or ½	46	800-P 640-S	22.4-P 17.9-S	36-P 28.8-S	44-P 35.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	NP	NP	NP
N. C.	96	12½	35	45l	45l	1 or ½	NS	600	18-I 16-J	26 L	40 L	40	40	40	40	40	40	40	NP	NP	NP
N. D. T	96	12½	35	40	40	1 or ½	40	550	18 14-f	35	35	40	40	40	40	40	40	40	NP	NP	NP

WEIGHT LIMITS

STATE	SIZE RESTRICTIONS (K)							GROSS WEIGHT (LEGAL LIMITS)		(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (K) (In thousands of pounds) (Where No Distinction is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)											
			LENGTH																		
	Width (In Inches)	Height (In Feet)	Single Unit	Tractor Semi-Trailer	Other Combinations	Number of Trailers (Semi-Trailer = ½)	Minimum Tandem Axle Spacing	Per Inch of Tire Width	Per Axle (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wh. Tractor 2-Wh. Semi-T.	4-Wh. Tractor 4-Wh. Semi-T.	6-Wh. Tractor 4-Wh. Semi-T.	4-Wh. Truck 4-Wh. Trailer	4-Wh. Truck 6-Wh. Trailer	6-Wh. Truck 4-Wh. Trailer	6-Wh. Truck 6-Wh. Trailer	4-Wh. Tractor 2-Wh. Semi-T. 4-Wh. Trailer	4-Wh. Tractor 4-Wh. Semi-T. 4-Wh. Trailer	6-Wh. Tractor 4-Wh. Semi-T. 6-Wh. Trailer
XZ Ohio	96	12½	35	45	60	NR	NS	650	18-P 16-S	36-P 32-S	50.2-P 40.2-S	57.7-P 46.2-S	57.7-P 46.2-S	57.7-P 46.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S
Okla.	96	12½	45	45	45	1½	NS	600	NS	24	24	47	47	47	47	47	47	47	47	47	47
VXZ Ore.	96	11	35	50	50	NR	40	600 q	18 w 16 x	34	46.9 w 46.9 x	54	54	54	54	54	54	54	54	54	54
Z Pa.	96	12½	33	45	50	1 or ½	36	800	18 y	26 H	36 H	39	39	39	52	62	62	62	NP	NP	NP
R. I.	102	12½	35	45	45	1 or ½	NS	800	22.4	32-P 28-S	40	46	46	46	64-P 56-S	72-P 68-S	72-P 68-S	80	NP	NP	NP
X S. C.	96	12½	35	45	45	1 or ½	40	NR	18-I 16-J	25	25	40	40	40	40	40	40	40	NP	NP	NP
X S. D.	96	13	35	45	45	1 or ½	40	600	18-I 16-J	30	30	40	40	40	40	40	40	40	NP	NP	NP
Tenn.	96	12	27	35	35	1 or ½	NS	NS	16	30	30	30	30	30	30	30	30	30	NP	NP	NP
X Tex.	96	12½	35	45	45	1 or ½	40	650-I 600-J	18-I 16-J	36	38	38	38	38	38	38	38	38	NP	NP	NP
XZ Utah	96	14½	45	60	60	1 or ½	NS	800 o	18-P 13.5-S	36-P 27-SW	53.9-P 40.4-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	NP	NP	NP
Z Vt.	96	12	50	50	50	1 or ½	40	600	NR	28 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	NP	NP	NP
VZ ★Va.	96	12½	33 g	45	45	1 or ½	40	650	16	24	35	35	35	35	35	35	35	35	NP	NP	NP
X Wash.	96	12½	35	60	60	1 or ½	NS	500	18	28	34	69	69	69	69	69	69	69	NP	NP	NP
W¹XZ W. Va.	96	12½	35	45	45	NR	40	NS	18-PB 14-SB	36-PWB 28-SB	54-PWB 42-SB	54-PWB 42-SB	72-PWB 56-SB	90-PWB 70-SB	72-PWB 56-SB	90-PWB 70-SB	90-PWB 70-SB	102.4PB 81.9-SB	90-PWB 70-SB	102.4PB 81.9-SB	102.4PB 81.9-SB
VZ Wisc.	96 d	12½	33 35 j	45	45	1 or ½	40	800	19-C 12-D	24-Ck 15-D	36-C 22.5-D	43-C 27-D	48-C 30-D	60-C 37.5-D	48-C 30-D	60-C 37.5-D	60-C 37.5-D	72-C 45-D	NP	NP	NP
X Wyo.	96	12½	40	45	45	NR	NS	800	18	36	43.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2

‖—See explanation in Note at right.
a—If registered before 1932.
b—At rear tires, when solids changed to pneumatics.
c—Regulated "for hire" vehicles.
d—104 inches for urban buses.
e—If less than 50 inches apart
f—If less than 8 feet apart.
g—Buses allowed 35 ft. length.
h—Trailers are limited to 26 ft.
i—Exclusive of bumpers.
j—Buses permitted 35 feet.
k—Special limitations, vehicles with 2 driving axles.
o—Graduated according to tire width.
p—13,000 lbs. on tandem axles 3 ft. 6 in. apart; applies June 1 to February 28; differs with season.
q—500 lbs. when total tires under 30 inches wide.
s—Permissible on axles spaced under 12 feet.
t—Dual tires 8 inches wide or over.
u—12,000 lbs. when axles spaced under 8 feet apart.
w—Permissible weight on paved highways.
x—Permissible weight on unpaved highways.
y—16,500 lbs. on rear, 8,000 on front axle of 6-wheelers.
z—City of Clinton, Ill., limits truck gross weight to 12,000 lbs.
★—Virginia—State Highway Commission may increase axle weight to 18,000 and gross weight of six-wheel vehicle or combinations from 36,000 to 40,000 lbs. on designated highways.
Table—There is a table of axle weights based upon tire widths.
NP—Not permitted
NR—No restriction.
NS—Not specified.
P—Pneumatic tires.

NOTE ON "W" AND SHADED SQUARES

Except when shown in squares shaded with parallel lines or when followed by the letter "W," the above gross weight limits are the limits fixed by state law.

When shown in shaded squares the above limits are computations made by the National Highway Users Conference to show what it considers to be practical gross weights where gross weights are arrived at by application of one of the formulae shown below under Footnote "X." In making these computations, wheel base was arrived at by deducting 8 ft. total over-hang front and rear from permissible overall length of unit or combination; tandem axles were considered to be a minimum permissible distance apart: H-20 bridge formula was used in West Virginia. When actual over-hang is less than 8 ft. additional gross weight will be possible.

When followed by the letter "W," the limits shown are maximum possible weights where gross weight is determined by permissible axle weight. These limits are possible only when each axle carries a gross weight equal to the permissible axle limit as shown.

PL—Pay load.
S—Solid tires.
B—In "Industrial Areas"—varies for different "areas."
C—Permissible on "Class A" highways.
D—Permissible on "Class B" highways.
E—Trailers permitted 32,000 lbs.
G—Axles less than 10 ft. apart limited to 16,000 lbs.
H—Maximum shown — gross depends on chassis weight.
I—Permissible on balloon tires.
J—Permissible on other than balloon tires.
K—May exceed on designated highways with permit.
L—Buses permitted 22,500 maximum net weight.
M—On State highways.
N—40,000 lbs. with pneumatic tires, 3 axles, 2 hubs and brakes on each hub.
Q—Different limits for "for hire" vehicles.
T—With the following exceptions full trailers are permitted the same gross weight as other single units:—
Ala., Iowa, Conn., Ky.—Full trailers prohibited.
Ill—All trailers limited to 32,000 lbs. gross.
Mass.—Trailers limited to 1,000 lbs. capacity.
Minn.—Trailers limited to 6,000 lbs. gross.
Nebr.—All trailers limited to 16,000 lbs. gross.
N. Dak.—Trailers, 35,000 lbs. Weight of trailers is limited by axle limitations and formula, in states determining gross weight by formula.
V—Solid tires prohibited.
V¹—Solid tires prohibited except on property carrying vehicles operating at 10 miles per hour or less.
V²—Solid tires limited to 20 miles per hour under 10,000 lbs., and to 12 miles per hour over 10,000 lbs.
W—See Note above.
W¹—Maximum gross when all axles carry maximum load—See "Note."
X—States where gross weight is determined by formula (See formula computations on next page).
Z—See "Restrictions Peculiar to Certain States" on next page.
Ark.—650-700 (L plus 40) two or more consecutive axles and any unit or combination.
Cal.—800 (L plus 40) applies to vehicles and combinations first registered on or after Jan. 1, 1942, if total wheel base exceeds 18 feet; 700 (L plus 40) applies to vehicles and combinations if axle spacing 18 feet or less, first registered on or after Jan. 1, 1942; 850 (L plus 40) or 68,000 lbs. maximum, if total wheel base is between 25 and 45 feet, inclusive, for vehicles and combinations first registered prior to Jan. 1, 1942; terminates Jan. 1, 1952. 800 (L plus 40) if axle spacing of two or more axles is between 14 and 18 feet, inclusive, for vehicles and combinations first registered prior to Jan. 1, 1942; terminates Jan. 1, 1952.
Colo.—700 (L plus 40) semi-trailers.
Ga.—700 (L plus 40) any unit or combination.
Ind.—700 (L plus 40) two or more consecutive axles and any unit or combination.
Iowa—450 (L plus 53-½) any unit or combination; vehicle registered in Iowa permitted 17,000 lbs. axle weight and gross of 28,000 lbs. plus 500 lbs. per foot of axle spacing.
Kans.—700 (L plus 40) only applies to combinations.
Md.—750 (L plus 40) any unit or combination.
Mont.—650 (L plus 40) for axle spacing to 20 ft. and 700 (L plus 40) above 20 ft.
N.M.—600 (L plus 40) two or more consecutive axles and any unit or combination.
N. Y.—750 (L plus 40) three or more consecutive axles and any unit or combination.
Ohio—750 (L plus 40) 3 or more axles.
Ore.—700 (L plus 40) any unit or combination.
S. C.—700 (L plus 40) any unit or combination.
S. D.—600 (L plus 40) any unit or combination.
Texas—700 (L plus 40) any unit or combination.
Utah—700 (L plus 40) any unit or combination.
Wash.—750 (L plus 40) any unit or combination if axle spacing over 18 feet; 650 (L plus 40) if axle spacing 18 feet or less.
W. Va.—1330-1000-670 (L plus 40) applies to highways dependent on type of bridges thereon.
Wyo.—600 (L plus 40) two or more consecutive axles and any unit or combination.

NATIONAL HIGHWAY USERS CONFERENCE, National Press Bldg., Washington, D. C.

Corrected to March 16, 1943, Copyright 1943

GROSS WEIGHTS COMPUTED BY FORMULAS

Computation of Gross Weights according to formulas, based on distance (in feet) between first and last axles, for States identified by State Size & Weight Limits chart by Footnote "X." It should be remembered that the figures in each column represent only a mathematical extension and are governed by Legal Overall Length Limits for single units and combinations of particular states. Also, that formula computations are superseded in some instances by specific limits given in the chart.

"L" (See Note Below)	Iowa	Ohio[7]	New Mexico South Dakota Wyoming	Arkansas[1] Montana[3] Washington[6]	West Virginia (H-10 Bridges)	Arkansas,[2] California[9], Colorado, Georgia, Indiana Kansas, Montana[4], Oregon, S. Car., Texas, Utah	Maryland New York Ohio[8] Washington[5]	West Virginia (H-15 Bridges)	West Virginia (H-20 Bridges)	California[10]	California[11]	"L (See Note Below)
	450 (L + 53⅓)	18000 + (L + 40)	600 (L + 40)	650 (L + 40)	670 (L + 40)	700 (L + 40)	750 (L + 40)[8]	1000 (L + 40)	1330 (L + 40)	800 (L + 40)	850 (L + 40)	
10 ft.	28500 lbs.	33000 lbs.	30000 lbs.	32500 lbs.	33500 lbs.	35000 lbs.	37500 lbs.	50000 lbs.	66500 lbs.	..... lbs.	..... lbs.	10 ft.
11	28950	34500	30600	33150	34170	35700	38250	51000	67830	.....	.....	11
12	29400	36000 max.	31200	33800	34840	36400	39000	52000	69160	.....	.....	12
13	29850	.....	31800	34450	35510	37100	39750	53000	70490	.....	.....	13
14	30300	.....	32400	35100	36180	37800	40500	54000	71820	43200	.....	14
15	30750	.....	33000	35750	36850	38500	41250	55000	73150	44000	.....	15
16	31200	.....	33600	36400	37520	39200	42000	56000	74480	44800	.....	16
17	31650	.....	34200	37050	38190	39900	42750	57000	75810	45600	.....	17
18	32100	.....	34800	37700	38860	40600	43500	58000	77140	46400	.....	18
19	32550	.....	35400	38350	39530	41300	44250	59000	78470	47200	.....	19
20	33000	.....	36000	39000	40200	42000	45000	60000	79800	48000	.....	20
21	33450	.....	36600	39650	40870	42700	45750	61000	81130	48800	.....	21
22	33900	.....	37200	40300	41540	43400	46500	62000	82460	49600	.....	22
23	34350	.....	37800	40950	42210	44100	47250	63000	83790	50400	.....	23
24	34800	.....	38400	41600	42880	44800	48000	64000	85120	51200	.....	24
25	35250	.....	39000	42250	43550	45500	48750	65000	86450	52000	55250	25
26	35700	.....	39600	42900	44220	46200	49500	66000	87780	52800	56100	26
27	36150	.....	40200	43550	44890	46900	50250	67000	89110	53600	56950	27
28	36600	.....	40800	44200	45560	47600	51000	68000	90440	54400	57800	28
29	37050	.....	41400	44850	46230	48300	51750	69000	91770	55200	58650	29
30	37500	.....	42000	45500	46900	49000	52500	70000	93100	56000	59500	30
31	37950	.....	42600	46150	47570	49700	53250	71000	94430	56800	60350	31
32	38400	.....	43200	46800	48240	50400	54000	72000	95760	57600	61200	32
33	38850	.....	43800	47450	48910	51100	54750	73000	97090	58400	62050	33
34	39300	.....	44400	48100	49580	51800	55500	74000	98420	59200	62900	34
35	39750	.....	45000	48750	50250	52500	56250	75000	99750	60000	63750	35
36	40200	.....	45600	49400	50920	53200	57000	76000	101080	60800	64600	36
37	40650	.....	46200	50050	51590	53900	57750	77000	102410	61600	65450	37
38	41100	.....	46800	50700	52260	54600	58500	78000	103740	63400	66300	38
39	41550	.....	47400	51350	52930	55300	59250	79000	105070	63200	67150	39
40	42000	.....	48000	52000	53600	56000	60000	80000	106400	64000	68000 max.	40
41	42450	.....	48600	52650	54270	56700	60750	81000	107730	64800	.....	41
42	42900	.....	49200	53300	54940	57400	61500	82000	109060	65600	.....	42
43	43350	.....	49800	53950	55610	58100	62250	83000	110390	66400	.....	43
44	43800	.....	50400	54600	56280	58800	63000	84000	111720	67200	.....	44
45	44250	.....	51000	55250	56950	59500	63750	85000	113050	68000	.....	45
46	.....	.....	.....	55900	.....	60200	64500	.....	.....	68800	.....	46
47	.....	.....	.....	56550	.....	60900	65250	.....	.....	69600	.....	47
48	.....	.....	.....	57200	.....	61600	66000	.....	.....	70400	.....	48
49	.....	.....	.....	57850	.....	62300	66750	.....	.....	71200	.....	49
50	.....	.....	.....	58500	.....	63000	67500	.....	.....	72000	.....	50
51	.....	.....	.....	59150	.....	63700	68250	.....	.....	72800	.....	51
52	.....	.....	.....	59800	.....	64400	69000	.....	.....	73600	.....	52
53	.....	.....	.....	60450	.....	65100	69750	.....	.....	74400	.....	53
54	.....	.....	.....	61100	.....	65800	70500	.....	.....	75200	.....	54

"L"—distance in feet between first and last axles of group of axles considered.

1—Arkansas vehicles with axles spaced not more than 7 ft. apart.

2—Arkansas vehicles with axles spaced over 7 ft. apart.

3—Montana vehicles with axles spaced not more than 20 ft. apart.

4—Montana vehicles with axles spaced over 20 ft. apart.

5—Washington vehicles with axles spaced over 18 ft.

6—Washington vehicles with axles spaced 18 ft. or less.

7—Ohio—applies to two successive axles only; see footnote 8.

8—Ohio—applies to three or more axles. In Ohio the formula which applies to these cases is "30,000 plus (length times 750)", which results in the same figures as used above for "750 times (length plus 40)". See footnote .

9—In California this applies (up to 18 feet) to any two or more axles on any vehicle or combination which was first registered on or after Jan. 1, 1942.

10—This applies (1) to any vehicle or combination with total wheel base exceeding 18 ft. which was first registered on or after Jan. 1, 1942.
(2) to any vehicle or combination, which was first registered prior to Jan. 1, 1942, having a group of two or more axles, where the distance between the first and last axles of the group is between 14 and 18 ft., inclusive. Terminates Jan. 1, 1952.

11—This applies to any vehicle or combination first registered prior to Jan 1, 1942, where the total wheel base is between 25 and 45 ft., inclusive. Maximum 68000 lbs. Terminates Jan. 1, 1952.

RESTRICTIONS PECULIAR TO CERTAIN STATES

ARK..... Maximum gross weights subject to maximum capacity based on tire sizes. Tolerance of 7½ per cent is allowed above allowances listed per tire sizes shown in Table (NHUC Size & Weight Book), but maximum axle weight is limited to 16,000 lbs. Vehicle weight allowances shown in State Size & Weight Limits chart are calculated on the basis of 8,000 lbs. on the front axle and 16,000 lbs. on all others. Single unit buses allowed axle weight of 17,600 lbs. if equipped with dual mounted low pressure tires not less in size than 10.50 x 22 in.

CALIF.... 18,000 lbs. per axle permitted on vehicles, registered prior to 1930 (11,000 per wheel), until Dec. 31, 1942.

CONN... Not more than 80 per cent of vehicle gross on any one axle.

DELA.... 2,000 lbs. additional allowed on three-axled trucks with pneumatic tires and two hubs and brakes on each hub.

D. C..... Solid tires, when permitted, allowed 10 per cent less than pneumatics.

FLA..... Private vehicles allowed 16,000 lbs. with power brakes and six tires.
For hire vehicles: (Solid tires forbidden.)
Trucks allowed 24,000 lbs. with power brakes and 12,000 lbs. unladen.
Tractor-semi-trailer allowed 40,000 lbs. if both vehicles have power brakes.
Four-wheeled trailer allowed 20,000 lbs. with power brakes and over-sized tires.
No unit may carry a payload over 12,000 lbs.

KY..... Trucks and tractor-semi-trailers permitted 16,000 lbs. per axle, 28,000 lbs. gross weight and 33 feet length (tractor-semi-trailers) during National Emergency.

MINN.... When axles spaced under 8 ft. apart restricted to 12,000 lbs. on pneumatics and 7,200 lbs. on solid tires.

MO..... Special size and weight limitations apply in cities of 75,000 population or over.

OHIO.... Vehicles in use before Jan. 1, 1942, until Aug. 13, 1947, allowed—

	Pneumatic Tires	Solid Tires
Single units.....	24,000 lbs.	20,000 lbs.
Tractor-semi-trailer.	42,000	36,000
Other combinations.	66,000	56,000

ORE..... Highway Commission authorized length of 60 feet and gross weight of 68,000 lbs. for civilian cargoes as well as Army and Navy goods. The greatest allowances shown in State Size & Weight Limit chart are permitted on paved highways, and the lowest allowances are the maxima permitted on unpaved highways.

PA..... Six-wheelers must have minimum axle spacing of 36 in. between the two rear axles. Buses operating within municipalities exempted from 18,000 lbs. axle and 26,000 lbs. gross limits.

UTAH... Gross weight also limited to three times unladen weight.

VT..... The greatest allowances shown in State Size & Weight Limit chart are permitted on state highways, medium allowances are the maxima permitted on state-aid highways, and the lowest allowances are the maxima permitted on other highways.

VA..... Two-axled vehicles with six-wheels permitted 32,000 lbs. gross.

W.VA.... No unit may carry a load more than 100 per cent greater than its registered capacity if registered for not over two tons; or more than 50 per cent greater if registered for over two but not over four tons; or more than 25 per cent greater if registered for over four tons.

WISC.... Four-wheeled vehicles with two driving axles spaced 8 ft. or more apart permitted gross weight of 28,000 lbs.; if gross weight exceeds 24,000 lbs., the axle weight must not exceed 16,000 lbs. if equipped with high pressure pneumatic tires or 18,000 lbs. if equipped with balloon or low pressure tires.

SAFETY EQUIPMENT

STATE REGULATIONS ICC

BRAKES ..... Page 71
CLEARANCE LIGHTS 72
DIRECTIONAL SIGNALS 71
FLARES AND FUSEES 71
INSURANCE 71
REFLECTORS 72
STOPLIGHTS 71

KEY TO SYMBOLS—(State Commission Rulings Are Given in Italics)

GENERAL

A—Amber
B—Blue
B & Bu—Buses
C—Carriers
CC—Common Carriers regular route
CMV—Commercial Motor Vehicles
Cert & Perm—Certificated and Permit Carriers
Comb—Combinations
Cor—Corner
E—Each
Enc—Enclosed
F—Front
FHC—For-Hire Carriers
FHT—For-Hire Trailers
F/R—Front and Rear
G—Green
IC—Inside Corner
L—Left
LC—Lower Corner
LP—Lower Part
MC—Motor Carriers
MTV—Motor Truck Vehicles
MV—Motor Vehicles
NMV—New Motor Vehicles
NO—Not Over
NS—Not Specified
P—Purple
Permit CC—Permit Car Carriers
PC—Passenger Carriers
PO—Points
Pro—Upon Proclamation
PS—Public Service
PT—Property Transporters
R—Red
SemiT—Semi-Trailer
SB—School Bus
T—Truck
TB—Top and Bottom
TC—Top Corners
TL—Tail Light
Tr—Tractor
Trl—Trailer
TTr—Truck-tractor
UC—Upper Corners
UP—Upper Portion
W—White
X—Other Than
Y—Yellow
Y—Yes
/—Or

BRAKES

C—"Adequate to control the movement of and to stop and to hold such vehicle, including two separate means of applying the brakes."
D—"Adequate"; "sufficient to control"; "good and sufficient"; "efficient"; "serviceable."
L—Brakes operated by driver.
(1)—So constructed if unit becomes disconnected brakes lock automatically.
(3)—Required on every wheel.
(5)—Air power or vacuum booster brakes (or electric in Fla. and Mich. and Wis.).
*—Where no designation of the specific class (i.e., trailer or semitrailer) is made, both classes must be understood.

DIRECTIONAL SIGNALS & STOPLIGHT

DD—When so loaded or constructed as to make hand signal invisible.

STATE	Brakes: Special Provisions For Trailers and Semi-Trailers: Applicable To *	Brakes: Special Provisions For Trailers and Semi-Trailers: Type Required	Flares and Fusees: Must Be Used By	Flares and Fusees: Number	Directional Signals: Required	Directional Signals: Must Be Approved	Insurance: Compulsory Insurance	Insurance: Financial Responsibility	Stoplights: Required	Stoplights: Must Be Approved
I. C. C.	*Over 3000 lb. gross*	*(1)*	*B, T, TTr*	*3*	*No*	*No*			*B, T*	*No*
Ala.			B, T, CMV	2	Yes DD	Yes	No	No	Yes DD	Yes
Ariz.	*Trailers*	*(5)L*	*MC*	*3*	Yes DD	Yes	No	Yes	Yes DD	Yes
Ark.	Over 1500 lbs.		T	3	Yes DD	Yes	No	No	Yes DD	Yes
Calif.	Over 6000 lbs.	(A)L	T over 2 Ton, TTr	2	Yes DD	Yes	No	Yes	Yes DD	Yes
Colo.	Over 3000 lb. gross	(1)L	T, B	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Conn.	Over 4000 lb.	L	PSMV, CMV ov. 1t Comb	NS	Yes DD	Yes	No	Yes	Yes DD	Yes
Del.	Over 4000 lb. gr. or 10 m.p.h.	L	T over 80 in. wide	3	Yes DD	Yes	No	Yes	Yes DD	Yes
D. C.					No	No	No	Yes	Yes DD	Yes
Fla.	Over 3000 lbs.	(1)L	T, B, TTr	3	Yes DD	No	No	No	Yes	No
Ga.	2 axled Trl	(5)L	T	3	No	No	No	No		
Idaho	Over 1500 lb. net	*C*	*B, T, TTr*	*3*	Yes DD	Yes	No	Yes	Yes DD	Yes
Ill.	Over 3000 lb. gross	(1)L	CMV, B	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Ind.	Over 3000 lb. gross	(1)L	T, B, TTr	3	Yes DD	Yes	No	Yes	B-Yes DD	Yes
Iowa	Over 3000 lb. gross	(1)L	T	3	No	No	No	No	Yes	Yes
Kans.			*MC/T*	3	No	No	No	Yes		
Ky.	Semi-Trailers	L	T	3	No	No	No	Yes	T, B	No
La.	Over 1500 lb. net	(3)L	T, B, Comb	3	Yes DD	Yes	No	No	Yes DD	Yes
Maine	*Trailers, 2 Tons or more*		*MC*	*3*	No	No	No	Yes	B	No
Md.			CMV over 2T, B	2	No	No	No	Yes	B	No
Mass.			CMV over 5000 lbs.	3	Yes DD	Yes	Yes	Yes	BYesDD	No
Mich.	Over 3000 lb. gross	(1)L	*MC*	*3*	Yes DD	Yes	No	Yes	Yes DD	No
Minn.	Over 1500 lb. gross	L	T, B, Tr	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Miss.	Trailers over 1 Ton	(1)L	T, B	NS	Yes DD	Yes	No	No	Yes DD	Yes
Mo.					Yes DD	Yes	No	No	Yes DD	Yes
Mont.					No	No	No	No		
Nebr.			T, B, Comb	3	Yes DD	Yes	No	Yes	BYesDD	Yes
Nev.	Over 3000 lb. gross				No	No	No	No		
N. H.	Over 3000 lb. gross		T, Tr, B	2	No	No	No	Yes		
N. J.	Over 3000 lb. gross	(1)L	B, CMV over 2½ Ton	3	Yes DD	Yes	No	Yes	B-Yes DD	Yes
N. M.	Over 1500 lb. net load (cap.)	(3)L	T over ton	3	Yes DD	Yes	No	No	Yes DD	Yes
N. Y.	Over 1000 lb. net	(5)	T over 2t, B, Comb	2	Yes DD	Yes	No	Yes	*B*	No
N. C.	2 tons or over	(A)L	T, Trl, SemiT	NS	Yes DD	Yes	No	Yes	*MC* Yes DD	Yes
N. D.					Yes DD	Yes	No	Yes	Yes DD	Yes
Ohio	2000 lbs. or more	(1)L	B, T, Tr	3	No	No	No	Yes	T, B Yes DD	Yes
Okla.					No	No	No	No		
Ore.			B, T	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Penna.	Over 1000 lb. net	(1)L	B,CMV,Comb, over 5½ t	3	Yes DD	Yes	No	Yes	Yes DD	Yes
R. I.	Trailers, gross over 14 tons	(A)	PSMV,CMV ov. 1t., comb	NS	Yes DD	Yes	No	Yes		
S. C.	*SemiT over 1½ ton, Trl,* Over 3000 lbs. gross	(1)L	T, Trl, SemiT, *MC*	3	Yes DD	Yes	No	No	Yes DD	Yes
S. D.		(1)L	T, Tr Comb	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Tenn.	SemiTrailers, ton or ov. gr. Over 3000 lb. gross	(1)L	B, T, TTr	3	No	No	No	No	Yes	No
Texas			CMV, Comb, B	3	No	No	No	No		
Utah	Over 3000 lbs.	(1)L	B, T, TTr	3	Yes DD	Yes	No	No	T, B Yes DD	Yes
Vt.			B, T, Comb	3	No	No	No	Yes		
Va.	Over 2 tons	L	B, T	3	Yes DD	Yes	No	Yes	Yes DD	Yes
Wash.	Over ton gross	L	T, CMV, Comb	3	Yes DD	Yes	No	Yes	Yes DD	Yes
W. Va.	Over 3000 lbs. gross	(1)L			No	No	No	Yes		
Wisc.	Over 3000 lbs. gross	(A)L	T, Comb	1or2	No	No	No	Yes		
Wyo.	Over 3000 lbs. gross	(1)L	T, Comb, B	3	Yes DD	Yes	No	No	Yes DD	Yes

SAFETY EQUIPMENT REGULATIONS CONTINUED ON NEXT PAGE

SAFETY EQUIPMENT REGULATIONS (CONTINUED)

KEY TO SYMBOLS—(State Commission Rulings Are Given in Italics)

GENERAL

For explanation of Alphabetical abbreviations, see page 69.

CLEARANCE LIGHTS

(1)—Except road roller, road machinery or farm tractor.

(2)—Except passenger common carrier.

(3)—Except buses operated wholly in municipalities with illuminated interiors.

(4)—Except small two-wheeled trailers of 1,000 pounds or less capacity towed closely behind motor vehicle (and semi-trailers towed alone in New Hampshire and West Virginia), whose length including towing vehicle is not over 30 ft.

(5)—Or which extends 40" or more to the left of the center of the chassis.

(6)—Over 7 ft. in height or extending 4 inches beyond the front fender extremes.

(7)—Over 8 ft. high.

(8)—3 tons or over.

(9)—Trucks over 2 tons.

(10)—Trains under Special Permit.

(11)—At least 24 in. above lamp centers.

*—Reflectors may be substituted.

†—Identification lamps, spaced evenly 6"; 12" apart.

‡—Green to right, red to left.

§—Set by Commissioner.

REFLECTORS

*—May use in lieu of clearance lights.

†—May use in lieu of rear lights.

‡—Grouped as identification lights

(1)—Except road-roller, road machinery, or farm tractor.

(2)—Or whose load or any part extends 40 in. or more to the left of the center of the chassis.

(3)—Except private passenger motor vehicles.

REFLECTORS

STATE	REQUIRED ON	In Excess of: Width (In.)	In Excess of: Length (Ft.)	No. Required: Front	No. Required: Rear	No. Required: Side	Color: Front	Color: Rear	Color: Side	Location: Side	Location: Spacing on Side	Location: Position from Ground (In.)	Visibility (Ft.): Front	Visibility (Ft.): Rear	Visibility (Ft.): Side	Need Approval
I.C.C.	*T, B, Trl, SemiT*	..	..	..	*2*	..	..	*R*	..	*1-E*	..	*24–60*	..	*500*	..	*No*
	T, B, Trl	*80*	..	..	..	4	*A*	*R*	..	*E*	*F, R*	*24–60*	..	*500*	..	*No*
	Semi over 3000 lbs.	..	..	..	..											
Ala.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ariz.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ark.	New Veh, CMV	..	..	..	1	..	..	R	..	..	..	24–42	..	500	..	Y
	Vehicles, Comb.	..	20	..	..	4*	G	R	..	E	F/R	..	..	..	500	Y
Calif.	T-Trl, T, T-SemiT 25,000 gross or more	..	..	..	2	..	..	R	..	1-E	..	24–42	..	500	..	Y
	New Veh, T 3000 up unladen	..	..	..	1	..	..	R	..	..	..	16–60	..	50–300	..	Y
Colo.	New MV, Trl, SemiT; All CMV	..	..	..	1	..	..	R	..	..	..	24–42	..	500	..	Y
Conn.	CMV	..	..	..	1	..	..	..	..	..	..	..	..	..	..	Y
	MV	72	..	2*	2*	..	W/A	WR/A	..	2-E	..	*24–56*	..	..	..	Y
Del.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
D. C.	*CMV, Trl, SemiT*	..	..	..	*1*	..	..	*R*	..	..	..	..	..	*500*	..	..
Fla.	Same as I.C.C.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ga.	All Vehicles	..	..	NS	NS	..	..	..	..	..	..	..	..	..	..	Y
Idaho	B, T, Trl, SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24–60	..	50–500	..	..
	B, T	..	30	..	..	2	A	..	..	1-E	F	24–60	..	..	50–500	..
	Trl, SemiT over 3000 lbs. gross	..	..	..	..									50–500		
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	E	..	24–60	..	500	..	No
Ill.	PT, Bus	80	& 25	1	1	..	Y	R	..	L	..	LC	..	..	..	Y
	PT, Bus	..	20	..	..	4	..	..	A	2-E	¼ PO	NO 60	..	..	..	Y
	Trl, SemiT	..	..	..	..	4	..	..	A	2-E	¼ PO	NO 60	..	..	..	Y
Ind.	New Vehicles, except TTr	..	..	..	2	..	..	R	..	..	..	24–60	..	50–300	..	Y
	B, T, Trl, SemiT over 3000 lbs. gross	..	..	..	2	2	..	R	..	1-E	R	24–60	..	50–500	..	..
	B, T	..	30	..	..	2	A	..	..	1-E	F	24–60	..	..	50–500	..
	Trl, SemiT over 3000 lbs.	..	..	..	..									50–500		
	Trl, 3000 lbs. or less	..	..	..	2	..	..	R	..	E	..	24–60	..	50–500	..	No
Iowa	CMV, Trl, SemiT, new MV	..	..	..	1	..	..	R	..	..	..	24–42	..	500	..	Y
	T, Trl and Semi over 3000	..	..	..	2	2	W/Y/A	R	..	1-E	R	..	..	..	..	..
	T	80	& 30	..	..	2	W/Y/A	R	..	1-E	F	..	..	..	..	..
	Trl & SemiT over 3000	..	..	..	..	2	W/Y/A	R	..	1-E	F	..	..	..	..	..
Kan.	CMV, Trl, SemiT, new MV	..	..	..	1	..	..	R	..	..	..	24–60	..	500	..	..
	PT, PC	..	20	..	..	4*	A	R	..	2-E	F/R	24–60	..	..	500	..
Ky.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Me.	MV	84	..	1*	1*	..	G/A	R	..	L	..	TB	..	200	..	..
	MV slo'd body 8 ft. high	..	..	2*	1	..	..	R	..	..	..	500	..	..	..	..
	MV, Trl	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..

CLEARANCE LIGHTS

STATE	REQUIRED ON	In Excess: Width (In.)	In Excess: Length (Ft.)	No. Required: Front	No. Required: Rear	No. Required: Side	Color: Front	Color: Rear	Color: Side	Location: Side	Location: Spacing on Side	Location: Position from Ground (In.)	Visibility (Ft.): Front	Visibility (Ft.): Rear	Visibility (Ft.): Side	Need Approval
I.C.C.	*B, T*	*80*	..	*2*	*2*	..	*A*	*R*	..	*E*	..	*Top*	*500*	*500*	*500*	..
	Tr and Trl, SemiT over 3000 lbs. gross	..	..													
Ala.	MV (1)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	..
Ariz.	MV (1)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	..
	MC	..	..	*2*	*2*	..	*W*	*R*	..	..	..	*UP*	..	..	..	..
Ark.	PT, PC (3)	80	..	1	1	..	G	R	..	L	..	..	500	500	..	Y
Calif.	MV (2)	80	..	2	2	..	A	A	..	E	F/R	..	500	500	500	Y
Colo.	PT, PC (3)	72	or 30	2	2	..	A/G	R	..	E	..	Top	500	500	..	..
Conn.	*CMV, Comb*	*72*	..	*2**	*2**	..	*W/A*	*W/R/A*	..	*E*	..	*24–150*	..	..	..	*Y*
	Buses	..	..	*2*	..	..	*P*	..	..	*E*	..	*UC*	*500*	..	..	..
Del.	MV (1)	80	..	2	2	..	A	R	..	E	F/R	..	500	500	..	..
D. C.	*Buses*	..	..	*1*	*2*	..	*B/P*	*R*	..	..	..	*UP*	..	..	..	..
Fla.	Same as I.C.C.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ga.	T over 1½ ton cap	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..
Idaho	B, T, T, Tr, Trl or SemiT over 3000 lbs. gross	80	..	2	2	..	A	R	..	E	..	Top	500	500	500	..
Ill.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ind.	B, T, T, Tr, Trl or SemiT over 3000 lbs. gross	80	..	2	2	..	A	R	..	E	..	Top	500	500	500	..
Iowa	B, T, Tr, Trl or SemiT over 3000 lbs	80	..	2	2	..	W/Y/A	R	..	1-E	..	..	..	..	..	..
Kans.	PT, PC (3)	80	..	1	1	..	A	R	..	L	..	..	500	500	..	Y
Ky.	Trailer	..	..	..	..	1	G	R	..	L	..	..	500	500	..	..
	T, SemiT	84	..	1	1	..	W/G	R	..	L	..	..	500	500	..	..
La.	MV (1)	70	& 15	1	1	..	A	R	..	L	..	..	500	500	..	Y
Me.	Trailer (4)	84	..	1*	1*	1*	W	..	W	L	*F*	..	*Y*	*Y*	..	..
	MV	84	..	2*	..	1*	G/A	..	R	L	..	TB	200	..	..	..
	Ene. MV (7)	84	..	*2*	*2*	..	G/A	R	R	L	..	*Top*	..	..	..	..
	B	..	..				*A*			..	..		..	..	..	..
Md.	T, Trl, CMV	90	..	..	..	1	XR	R	..	L	..	..	200	200	..	..
Mass.	T, Trl, CMV (8)	..	..	1	1	..	G	R	..	L	..	..	200	200	..	..
	Bus	..	..	*2*	*2*	..	*NS*	*R*	..	..	..	*UC*	..	..	..	..
Mich.	B, T, TTr, Trl or SemiT over 3000 lbs. gross	80	..	2	2	..	A	R	..	E	..	Top	500	500	500	..
Minn.	PT, PC	80	..	2	2	..	W/A	R	..	E	..	(11)	500	500	..	..
Miss.	PT, PC (3)	80	..	1	1	..	G	R	..	L	..	..	500	500	..	Y
Mont.	T, Trl, Autos	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Neb.	MV (5)	80	..	1*	1*	..	G/A	R	..	L	..	..	300	300	..	..
Nev.	B, T	80	..	2	2	..	A	R	..	E	..	Top	500	500	..	..

Me.	MV MV clo'd body 8 ft. high MV, Trl	84	..	1* 2*	1* 1	..	G/A G/A	R R	..	L L	..	TB	200	200	..	..
Md.	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mass.	CMV & Trl 2 Tons or over	..	..	..	1	..	..	R	..	..	..	..	..	..	..	Y
Mich.	B, T, Trl and SemiT over 3000 lbs. gross. B, T. Tr, SemiT over 3000 lbs. gross Trl, 3000 lbs. or less	.. ..	30	.. .. ..	2 .. 2	2 2 ..	.. A ..	R .. R	.. .. ..	1-E 1-E E	R F ..	24-60 24-60 24-60	.. .. ..	50-500 .. 50-500	.. 50-500 ..	.. .. No
Minn.	MV, Trl, SemiT	..	..	..	1	..	..	R	..	L	..	24-60	..	500	..	Y
Miss.	New MV, Trl, SemiT, All CMV PT, PC	.. ..	20	.. ..	1 ..	.. 4*	G	R R	.. ..	E	F/R	24-42 ..	.. ..	50-500 ..	.. 500	Y Y
Mo.	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mont.	T, Trl, Autos	80	..	2*	2*	..	WY/G	R	..	1-E	..	..	..	..	..	..
Neb.	MV (2)	80	..	1*	1*	..	G	R	..	L	..	..	300	300	..	..
Nev.	B, T, Trl & SemiT over 3000 lbs. gross B, T. Tr, SemiT over 3000 lbs. gross Trl, 3000 lbs. or less	.. ..	30	.. .. ..	2 .. 2	2 2 ..	.. A ..	R .. R	.. .. ..	1-E 1-E E	R F ..	24-60 24-60 24-48	.. .. ..	.. .. ..	.. .. ..	.. .. No
N. H.	CMV, Trl, T, SemiT T, SemiT	.. 72	.. ..	.. 1*	1 ..	.. ..	.. G	.. ..	.. ..	L L	.. ..	24-48 24-48	.. 200	.. ..	.. ..	Y Y
N. J.	CMV, Bus Pass. Cars	.. ..	.. ..	.. ..	2 1	.. ..	.. ..	R R	.. ..	1-E ..	.. ..	24-60 24-60	.. ..	500 500	.. ..	Y Y
N.M.	Same as I.C.C.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
N. Y.	B or T New MV Trailers	70	.. .. ..	2	2 1 2	.. .. ..	Y	R R R	.. .. ..	1-E .. 1-E	.. .. ..	.. .. ..	200	200 200 200	.. .. ..	Y Y Y
N. C.	Trailers, SemiT	..	..	..	1	..	..	R	..	..	..	..	..	500	..	Y
N. D.	Trailers	..	..	†	..	..	..	..	..	..	..	..	..	..	..	..
Ohio	Same as I.C.C.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Okla.	Trl. Drawn Veh	..	..	..	1†	..	..	R	..	..	..	..	..	..	..	..
Ore.	New MV, except TTr B, T, Trl & SemiT over 3000 lbs. gross B, T, Trl & SemiT over 3000 lbs. gross Trl, 3000 lbs. or less	.. ..	.. .. 30 ..	.. ..	2 2 .. 2	.. 2 2 ..	.. .. A ..	R R .. R	.. ..	1-E 1-E 1-E E	.. R F ..	24-60 24-60 24-60 24-60	.. ..	50-300 50-500 50-500 50-500	.. ..	Y .. .. No
Pa.	B, CMV, Trl, SemiT Vehicles, Comb	.. ..	.. 20	.. ..	1 ..	* 4*	.. A	R R	.. ..	.. 2-E	.. F/R	24-42 ..	.. ..	500 ..	.. 500	Y Y
R. I.	*T, Trl, SemiT, B* *Vehicles*	.. *80*	.. ..	.. *1*	*1* ..	.. ..	.. *W/A*	*R* ..	.. ..	*L* ..	.. ..	*24-48* *24-48*	.. ..	.. ..	.. ..	*Y* *Y*
S. C.	New MV, Trl, SemiT, All CMV (3) *MC* *Trl, SemiT over 3000 lbs. gross*	.. .. ..	.. .. ..	.. .. ..	1 *2* ..	.. *2* *2*	.. .. ..	R *R* ..	.. *R* *W/A*	.. *E* *1-E*	.. *R* *F*	24-42	.. .. ..	50-500	.. .. ..	.. .. ..
S. D.	NMV, Trl, SemiT	..	..	..	1	..	..	R	..	..	..	24-42	..	500	..	Y
Tenn.	MV (1)	80	..	2	4	..	A	R	..	E	F/R	..	..	..	..	..
Tex.	MV (1)	70	..	1*	1*	..	W	Y/R	..	L	..	..	200	200	..	Y
Utah.	*Veh, Comb* MV, Trl, SemiT Vehicle or Comb	*80*	*20* .. 20	.. .. ..	.. 1 ..	*4** .. 4*	*G* .. G	*R* R R	.. .. ..	*E* .. 2-E	*F/R* .. F/R	*24-42* 24-42 24-42	*500* .. 500	*500* 500 500	*500* .. 500	.. Y ..
Vt.	MV		"A	deq	uate"								..	..	..	Y
Va.	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wash.	CMV, Trl, Semi, NMV PT, PC	.. ..	.. 30	.. ..	1 ..	.. 4	.. Y	R R	.. ..	L 2-E	.. F/R	24-60 B	.. ..	500 ..	.. 500	Y Y
W.Va.	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wis.	MV	80	..	1	1*	..	GB/A	R	..	L	..	NO 48	..	..	..	..
Wyo.	CMV, Trl, SemiT Vehicles (1) Vehicles Comb	.. 70	.. .. 20 20	.. 1*	1 1*	.. .. 2* *	.. G	R R	.. .. W W	.. L E E	 20	.. ..	.. 500	500 500	.. .. 500 ..	Y Y .. ..

Minn.	PT, PC	80	..	2	2	..	W/A	R	..	E	..					
Miss.	PT, PC (3)	80	..	1	1	..	G	R	..	L	..	(11)	500	500	..	..
Mont.	T, Trl, Autos	80										..	500	500	..	Y
Neb.	MV (5)	80	..	1*	1*	..	G/A	R	..	L	..	..	300	300	..	..
Nev.	B, T. TTr, Trl or SemiT over 3000 lbs. gross	80 ..	..	2	2	..	A	R	..	E	..	Top	500	500	..	..
N. H.	CMV, T, Trl, SemiT Trl, SemiT (4) MV towing Trl	72	.. .. ..	1* .. 1§	.. .. ..	.. 1 ..	G	.. .. ..	.. W ..	L L ..	.. F ..	.. .. ..	200 200 ..	.. .. ..	.. .. ..	Y .. ..
N. J.	*Bus*	..	..	..	*2*	..	..	..	..	*1-E*	..	*UC*	..	..	*300*	..
N. M.	Same as I.C.C.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
N. Y.	....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
N. C.	MV	80	..	2	2	..	A	R	..	E	..	..	500	500	..	..
N. D.	MV (1)	80	..	1	1	..	W	R	..	L	..	..	500	500	..	..
Ohio	B, T.	80"	..	2	2	..	A	R	..	E	..	24-60	500	500	..	..
Okla.	MV (1)	70	..	1	1	..	W	R/Y	..	L	..	..	500	500	..	..
Ore.	B, T. TTr, Trl or SemiT over 3000 lbs. gross	80 ..	..	2	2	..	A	R	..	E	..	Top	500	500	..	..
Pa.	Vehicles (1)	80	..	1	1	..	A	R	..	L	..	..	500	500	..	..
R. I.	*Bus*	..	..	..	..	..	*P/B*	*R*	..	*E*	..	*UC*	..	..	..	..
S. C.	MV (9) *MC* *TTr, Trl, SemiT over 3000 lbs. gross*	80 *80 o* ..	.. *r 30* ..	2 *2* *2*	2 *2* ..	.. .. ..	A *W/Y* *W/Y*	R *A/R* ..	.. .. ..	E *E* *E*	.. .. ..	.. .. ..	500 *500* ..	500 *500* *500*	.. *500* *500*	.. .. ..
S. D.	PT, PC (3)	80	..	1	1	..	W	R	..	L	..	..	..	500	500	Y
Tenn.	MV (1)	80	..	2	2	2	A	R	..	E	F/R	..	200	500	..	..
Tex.	MV (1)	70	..	1*	1*	..	W	Y/R	..	L	..	..	500	500	..	..
Utah	Same as I.C.C.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Vt.	MV	80	..	..	..	1	G	R	..	L	..	..	500	500	..	..
Va.	MV (6) or	84	..	2	2	..	A	R	..	E	..	TC	300	300	..	Y
Wash.	PT, PC, CMV (3)	80	..	2	2	..	Y	R	..	2-E	..	Top	500	500	500	Y
W.Va.	Trl, SemiT (4)	..	..	1	..	..	W	..	..	L	..	..	Y	Y	..	..
Wis.	MV Comb. (10) *Bus*	80	.. .. ..	1 .. *2*	1* .. *2*	.. * ..	GB/A .. *G*	R .. *R*	.. R ..	L E *1-E*	.. .. ..	No. 48 .. *UC*	.. .. *500*	.. .. *500*	.. .. ..	.. .. ..
Wyo.	Vehicles (1)	70	..	1*	1*	..	G	R	..	L	..	..	500	500	..	..

In addition to the safety equipment specified by the I.C.C. in these tables for trucks in interstate commerce, the following are the I.C.C. requirements for Emergency Parts and Accessories, according to Section 3.349 of its Regulations:

On every bus, truck or tractor there shall be—

(a) At least one fire extinguisher, of a type inspected and labeled by the Underwriters' Laboratories, Inc., under Classification B, and utilizing an agent which does not need protection from freezing, properly filled and securely mounted in a bracket. Minimum size: 1 qt., carbon tetra-chloride type; 2 lb., carbon dioxide type.

(b) One red lantern when projecting loads are carried.

(c) One red cloth flag, not less than 12 in. square, when projecting loads are carried.

(d) At least one spare electric bulb for each kind of electric lamp used for any lighting devices required by the Regulations.

(e) At least one spare electric fuse of each kind and size used.

(f) One set of tire chains.

(g) Three flares or three red electric lanterns; each flare (liquid-burning pot torch) or red electric shall be capable, when lighted, of being seen and distinguished at a distance of 500 ft. under normal atmospheric conditions at night.

Each flare (pot torch) shall be capable of burning for not less than 12 hr. in 5-m.p.h. wind velocity, capable of burning in any air velocities from zero to 40 m.p.h.; substantially constructed so as to withstand reasonable shocks without leaking, and shall be carried in a metal rack or box.

Each red electric lantern shall be capable of operating continuously for not less than 12 hr., and shall be substantially constructed so as to withstand reasonable shocks without breakage.

(h) At least three red-burning fusees (if carrier elects to carry and use flares as warning signals).

Each fusee shall be made in accordance with specifications of the Bureau of Explosives, and so marked, and shall be capable of burning at least 15 min.

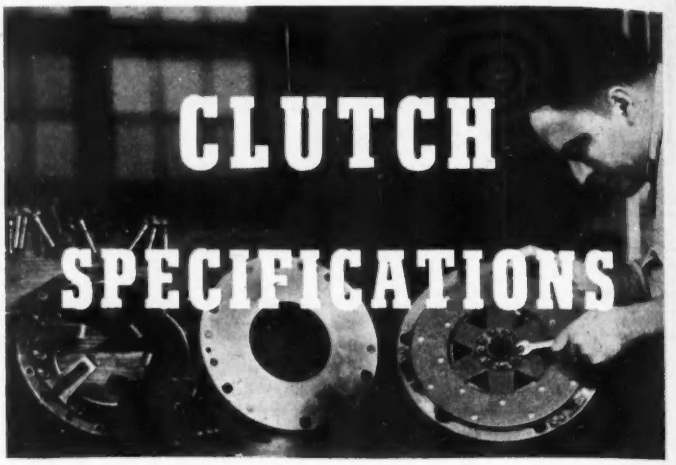
Flares (pot torches), fusees, oil lanterns, or any signal produced by a flame, shall not be carried or used as warning signals for motor vehicles used in the transportation of inflammable liquids or inflammable compressed gases in cargo tanks. In lieu of such flares and fusees, three red electric lanterns shall be carried.

(i) At least two red cloth flags, not less than 12 in. square, with standards.

KEEP 'EM ROLLING

1943 FLEET OPERATORS' REFERENCE ANNUAL

DRIVERS' HOURS OF SERVICE



REGULATIONS AS OF JANUARY 1, 1943

State	Vehicles Affected	LIMIT OF HOURS ON DUTY: When Consecutive	Min. Hrs. Off Duty	When Not Consecutive (Hours (Period allowed) in hrs.)	Min. Hrs. Off Duty
Ala.	Common & Contract Carriers	8	8	8 in 12	8
Ariz.	Motor & Private Property Carriers	10	8	10 in 24	8
Ark.	Common and Contract Carriers*	12	8	14(b) in 24	8
Calif.	Common Carriers	Same	as I.	C. C. Regulations	Below
	Other Property Transporters*	12	8	12 in 15	8
Colo.	All Carriers*	..	..	10 in 24	8
Conn.	Commercial & Public Service	12	8	16(e) in 24	10
Dela.	Commercial (trucks and buses)	8*	2	16 in 24	..
D. C.	For-Hire Buses Over Regular Routes	12	..	16 in 24	8
Fla.	For-Hire	Same	as I.	C. C. Regulations	Below
Ga.	For-Hire Carriers	10	10	..	..
Idaho.	Transportation Companies (Common)	Same	as I.	C. C. Regulations	Below
Ill.	Trucks	..	..	12* in 24 15 in 24	8 8
Ind.	Common & Contract	8(h)	..	14 in 24	..
Iowa.	For-Hire*	12	10	12 in 24	8
Kans.	Common, Contract & Private Carriers	12	..	16 in 24	..
	Same (sleeper cabs)	36	..	(l)	12(f)
Ky.	Common & Contract Carriers	12	8	16(e) in 24	10
La.			NO	LIMITATIONS	
Me.	Property For-Hire	12	8	16(e) in 24	10
Md.			NO	LIMITATIONS	
Mass.	Property Transporters	12	8	16(e) in 24	10
Mich.	Common & Contract Carriers*	12	10	12 in 24	8
	Trucks	12(h)	10	12 in 14	10
Minn.	For-Hire Carriers	Same	as I.	C. C. Regulations	Below
Miss.	Motor Carriers	Same	as I.	C. C. Regulations	Below
Mo.	All Carriers*	10	10	10	10
Mont.	Motor Carriers*	..	..	8 in 24	8
	All Motor Vehicle Operators	..	..	8 in 24	..
Neb.	Motor Carriers	..	..	12 in 24	..
Nev.	For-Hire*	12	..	12 in 15	8
N. H.	For-Hire Trucks	12	8	16(e) in 24	10
N. J.	Commercial Trucks & Buses	12(i)	8	12 in 16(i)	8
N. M.	For-Hire	10	8	16(e) in 24	..
N. Y.	Trucks & Buses	10(k)	8	10 in 14	8
N. C.	For-Hire Carriers	Same	as I.	C. C. Regulations	Below
N. D.	Common & Contract Carriers	10	10	10 in 24	10
Ohio	Truck Drivers	14	8	14 in 24	8
Okla.	Motor Carriers* (including private)	..	..	10	6
Ore.	All Motor Carriers*	12	10	12 in 24	10
Penn.	Motor Carriers	Same	as I.	C. C. Regulations	Below
R. I.	Merchandise or Public Service	12	8	16(e) in 24	10
S. C.	Motor Carriers	Same	as I.	C. C. Regulations	Below
S. D.	Motor Carriers	12	12	12(e) in 24	8
Tenn.	Motor Carriers*	..	..	12 in 24 (63 driving hrs. in any 7-day period.)	8
Tex.	Motor Carrier Trucks	10	8	10 in 24	8
Utah	All Motor Carriers	8	..	10(j) in 24	..
Vt.			NO	LIMITATIONS	
Va.	Common Carriers*	..	..	8 in 24	10
	Motor Vehicles*	..	..	13 in 24	..
Wash.	Motor Freight Carriers	10	8	10 in 24	8
W. Va.			NO	LIMITATIONS	
Wis.	Motor Carriers	Same	as I.	C. C. Regulations	Below
Wyo.	Motor Carriers	10	8	14 in 24	10
Federal (ICC)	Interstate Common Contract and Private Carriers	..	..	10(m) in 24	8

(60 hrs. in any week of 168 consecutive hours or 70 hours in any 192 consecutive hours.)

*—Limit is actual driving hours.
(b)—If 2 hours' rest period provided.
(d)—Nine hours at end of two 7-hour periods with one hour rest intervening.
(e)—No period off duty shall be deemed to break the continuity of service unless it be for at least 3 hours.
(f)—Or one-third of the time on duty.
(h)—No period off duty shall be deemed to break the continuity of service unless it be for not less than 2 hours at a place where food and lodging may be secured.
(i)—Time taken for meals not counted in time on duty.
(j)—May be spread over 15 hours provided time between runs is sufficient to permit rest and relaxation.
(k)—Includes time for meals.
(l)—Seventy-two hours in 7-day period or 96 hours in such period if a sleeper cab.
(m)—Twelve hours in aggregate permitted in adverse weather and traffic conditions, provided the Bureau of Motor Carriers is notified.

CLUTCH MAKE AND MODEL	Rated Torque Capacity (Lb. Ft.)	Type	FACINGS: Outside Diameter (Inches)	Inside Diameter (Inches)	Number of Facings	Total Area (One Facing)	PRESSURES (Lb.): Total Spring Pressure	Total on Friction Face	Per Sq. In. of Friction Surface	Overall Outside Diameter (In.)	Means of Adjustment	Bell Housing (S. A. E. No.)	Weight, Complete (Lb.)
BORG & BECK													
10A7	150	SP	10	6	2	50.0	1410	1410	28.2	12⅝	None	5+	18¼
11A6	180	SP	11	6½	2	65.5	1770	1770	26.3	13⅝	None	4+	26
12Q	220	SP	11⅞	7¼	2	69.5	340	1900	26.0	12¾	CPP	4+	34¼
13Q	280	SP	12⅞	7¼	2	89.0	425	2250	25.3	13¾	CPP	3+	41
14Q	375	SP	13⅞	7¼	2	110.0	400	2420	22.0	14¾	CPP	3+	55½
BROWN-LIPE[1]													
13-S.P.	..	SP	12⅞	7½	2	86.0	320	2240	26.0	14⅝	TR	3+	45
13-Two-plate	..	SP	13	7⅜	4	90.0	500	2750	30.6	15½	TR	3+	84
14-S.P.	..	SP	13¾	7⅛	2	108.0	420	2940	27.8	15½	TR	3+	58
14-Two-plate	..	SP	13¾	7⅛	4	105.7	500	2750	26.0	16¼	TR	2+	96
CHEVROLET													
1941-½ Ton	200	SP	9⅛	6⅛	2	35.9	(a)	(a)	(c)	11 1/16	RC	Spec	16.1
1941-¾-1½ T	200	SP	10¾	7	2	52.3	(b)	(b)	(d)	13 1/16	RC	Spec	21.7
LIPE, W. C.													
Z34-S	214	SP	11⅞	7¼	2	69.5	360	1794	25.8	13⅝	Shim	3+	38
Z30-S	270	SP	12⅞	7¼	2	89.0	360	2132	24.0	14⅝	Shim	3+	47½
Z32-S	340	SP	13⅞	7¼	2	110.0	415	2556	23.2	15⅝	Shim	3+	57½
Z31-S	422	SP	13⅞	7¼	2	110.0	490	3212	28.9	15⅝	Shim	3+	60
Z42-S	431	SP	15	8	2	128.0	490	3020	23.4	16¾	Shim	2+	73
Z40-S	566	SP	15	8	2	128.0	575	3970	30.2	16¾	Shim	2+	74
Z37-S	568	DP	12⅞	7¼	4	89.0	490	2256	25.4	15⅝	Shim	2+	90½
Z54-S	700	DP	13⅞	7¼	4	104.0	490	2535	24.6	16¼	Shim	2+	97.5
Z40-SX	708	SP	15	8	2	128.0	630	5925	38.4	16¾	Shim	2+	74
Z38-S	1100	DP	14½	8	4	115.0	575	3865	33.6	16¾	Shim	2+	105
LONG													
8½CB	75	SP	8½	6	2	28.5	Var	Var	Var	9⅛	None	6+	10¾
8CF	100	SP	7⅞	5⅛	2	28.1	Var	Var	Var	10⅝	None	6+	9
9CF	135	SP	9	5¾	2	37.5	Var	Var	Var	11	None	5+	14½
9½CF	150	SP	9½	6	2	42.6	Var	Var	Var	11½	None	5+	15¾
10CF	165	SP	10	6	2	50.2	Var	Var	Var	12	None	5+	20½
11CF	195	SP	11	6½	2	61.8	Var	Var	Var	13	None	4+	23¾
2?A	225	DP	9¾	6¼	4	44.0	Var	Var	Var	11½	None	4+	33
12CB	250	SP	12	7	2	74.6	Var	Var	Var	14⅝	None	3+	37¾
31A	300	DP	11	6½	4	61.7	Var	Var	Var	13	None	4+	44
13-6	350	SP	13¾	7¼	2	107.0	Var	Var	Var	15½	NC	2+	62
14B	325	SP	13¾	7¼	2	107.0	Var	Var	Var	16½	NC	2+	58
15-4	500	SP	15½	9	2	125.0	Var	Var	Var	17¾	NC	1+	64
34BD	550	DP	13¾	7¼	4	107.0	Var	Var	Var	16½	NC	2+	100
17	600	SP	16¾	10	2	141.8	Var	Var	Var	19⅜	NC	1+	96
215	800	DP	15½	9	4	125.0	Var	Var	Var	17⅝	NC	2+	120
217	1200	DP	16¾	10	4	141.8	Var	Var	Var	19⅜	NC	1+	135
ROCKFORD													
6TS	35	SP	6	4	2	15.0	330	330	21.0	7¾	None	..	3½
8-11	110	SP	7⅞	5⅜	2	26.0	720	720	27.6	9 1/16	None	4, 5	11
9-RM	115	SP	8⅞	5¾	2	36.0	750	750	20.8	11⅝	None	2,3,4,5	13
8½-RM	120	SP	8 1/16	5½	2	30.0	822	822	27.0	10 1/16	None	..	9½
9-11	192	SP	8⅞	5¾	2	36.0	930	930	25.9	10 1/16	None	2,3,4,5	14
10-RM	175	SP	9⅞	6⅝	2	42.0	1020	1020	24.3	11 1/16	None	2,3,4,5	15½
9-TT	210	SP	9	5¾	2	37.5	1350	1350	36.0	11 1/16	None	2,3,4,5	17
10-TT	250	SP	9⅞	6⅛	2	47.0	1500	1500	32.0	12 1/16	None	2,3,4,5	20½
11RM	310	SP	10⅞	6⅞	2	55.0	1665	1665	30.0	12 1/16	None	2, 3, 4	22
11-TT	320	SP	10⅞	6⅛	2	55.5	1740	1740	31.8	13	None	2, 3, 4	29
12-11	347	SP	11⅞	6⅞	2	73.5	1665	1665	22.5	13 1/16	None	2, 3, 4	27
12-TT	425	SP	11⅞	6⅞	2	73.0	2175	2175	29.3	14⅝	None	2, 3, 4	42½
14-11	540	SP	13⅞	8	2	101.0	2460	2460	24.3	15⅜	None	1, 2, 3	50
14-TT	600	SP	13⅞	8	2	101.0	2625	2625	26.0	15½	None	1, 2, 3	48
15-O	600	SP	15	8	2	126.5	2980	2980	22.8	17¼	None	1, 2, 3	83
15-TT	920	SP	15	8	2	126.5	3150	3150	25.0	16⅝	None	1, 2, 3	86½
18-TT	1960	DP	17⅝	9⅝	4	171.0	3360	3360	19.6	20¼	None	0, 00	422

+—And larger
[1]—Spicer Mfg. Co.
(a)—1100-1225 lbs.
(b)—1200-1250 lbs.
(c)—15.3 to 17.1 lbs.
(d)—11.5 to 11.9 lbs.

CPP—Cam on Pressure Plate
DP—Double Plate, Dry
NC—Nuts on Cover Plate
RC—Linkage between Release and Clutch Peda
SP—Single Plate, Dry—Spec—Special
TR—Threaded ring—Var—Varies

1943 FLEET OPERATORS' REFERENCE ANNUAL

COMMERCIAL CAR JOURNAL
MOTOR TRUCK
COMPONENT PARTS
SPECIFICATION TABLE

A Compilation of Standard Model Data Submitted by Truck Manufacturers

Upon innumerable occasions fleet maintenance men are required to identify the make and model number of certain truck component parts such as the carburetor, rear axle, etc., for replacement purposes. This table has been prepared to supply truck owners with such data to expedite replacement parts procurement.

The complete listing covers such accessories of the power plant as the governor, air cleaner, oil filter and the fuel pump. Similarly, parts of the cooling system, electrical system, the transmission line, running gear, springs and frame complete the standard component parts identification, by makes and model numbers, that should prove to be a valuable, time-saving guide for busy fleet maintenance men.

KEY TO ABBREVIATIONS AND REFERENCES

GENERAL ABBREVIATIONS

†—Brakes installed by rear axle manufacturer
††—1700 intermediate shaft; 1600 front and rear shaft
†††—1700 shaft from transmission to transfer case, 1600 front shaft, 1700 rear shaft
††††—1700 main shaft, 1700 front and rear shaft
*—1600 shaft with 1¾ in. taper steady bearing.
**—1600 front shaft, 1700 rear shaft
***—1700 front shaft, 1800 rear shaft
****—1600 on shaft from transmission to transfer case, 1500 front and rear shaft
§—1500 intermediate shaft, 1600 front shaft, 1500 rear shaft
§§—1600 intermediate shaft, 1700 front and rear shaft
§§§—1700 intermediate shaft, 1700 front shaft, 1800 rear shaft
●—1700 main shaft, 1600 intermediate shaft
▲—With Autocar A2 auxillary transmission
(1)—With Timken-Wisconsin T2 transfer case
(2)—With Timken-Wisconsin T7 transfer case
(3)—With Fuller 3A86 auxillary transmission
(4)—Starter only
(5)—Fuller 5A330 or 5B330 and Spicer 2353
(6)—Fuller 5A620 and Spicer 5351
(7)—56411, 76411 or 96411
(8)—76793 or 76810
(9)—720 or T-70
(10)—720 or T-71
(11)—T710 or T-71
(12)—Marmon-Herrington number
(13)—5A620 and 2A62
(14)—Eaton number 1475
(15)—Eaton number 1350
(16)—Eaton number 1460
(17)—1500 front, 1410 rear
(18)—1600 front, 1500 rear
(19)—267380 stand; 267373 sit
(20)—Front, Clark or Dayton; rear, Dayton
(21)—Hercules JXC or Waukesha BK
(22)—Hercules JXD or Waukesha BZ
(23)—Hercules WXC3 or Waukesha MZR
(24)—Hercules RXLD or Waukesha SRKR
(25)—5A430 with 2A62 auxillary
(26)—5A620 with 3A86 auxillary
(27)—1500 front, 1600 rear
(28)—1400 front, 1500 rear and intermediate axle
(29)—1500 front, rear and intermediate axle
(30)—1600 front and rear, 1700 intermediate axle.

Com—Commercial type
(c.o.e.)—Cab-over-engine
(D)—Diesel engine equipped
(e.u.s.)—Engine under seat
NS—Not standard
(T)—Tractor

MAKES OF UNITS

A-A—Air Auto
A-B—Atwood with Borg & Beck disc
AC—AC Spark Plug Division
AL—Electric Auto-Lite Co.
AL-CH—Auto-Lite or Champion
AM—Air-Maze Corp.
A-U—Auto-Lite or U. S. L.
Aup—Autopulse Corp.

B&B—Borg & Beck Division
B-D—Budd or Dayton
Bdd—Budd Wheel Co.
Ben—Bendix Products Division
BK—Bendix B-K (Bendix Products Division)
BL—Brown-Lipe (Spicer Mfg. Corp.)
Bld—Blood Bros.
Bm—Bendix, mechanical
B-M—Budd or Motor Wheel
Bos—Bosch (American Bosch Corp.)
B-S—Borg & Beck or Spicer
Bud—Buda Co.

Car—Carter Carburetor Corp.
C-D—Clark or Dayton
C-E—Chevrolet and Eaton
CH—Champion Spark Plug Co.
Cha—Champion (Champ Spring Co.)
Che—Chevrolet Motor Division
Cla—Clark Equipment Co.
C-O—Chevrolet and Own
Con—Continental Motors Corp.
CS—Cleveland Steel Products
CSB—Chevrolet, Spicer and Blood
C-T—Chevrolet and Thornton
Cum—Cummins Engine Co.
C-W—Chevrolet and Watson

Day—Dayton Steel Foundry Co.
D-B—Dayton cast sprocket and Budd disc optional
DeL—De Luxe Products Corp.
Det—Detroit Steel
DF—Duo-Flo
Don—Donaldson Co.
D-P—De Luxe or Purolator
DR—Delco-Remy Division
D-S—Delco-Remy and Scintilla

Eat—Eaton Mfg. Co.
Ecy—Economy
ESP—Eaton and Spring Perch
ESS—Eaton, Spring Perch and Standard Steel
E-T—Eaton and Truxmore
Exi—Exide (Electric Storage Battery Co.)
Exl—Excel Auto Radiator Co.

Fed—Fedders Mfg. Co.
F-O—Ford and Own
Frd—Ford Motor Co.
F-S—Fuller and Spicer
FSB—Fuller, Spicer and Blood
F-T—Ford and Thornton
F-Tm—Ford and Timken
Ful—Fuller Mfg. Co.
FW—Firestone and Willard
FWD—Four Wheel Drive Auto Co.

Gbe—Globe-Union, Inc.
Gem—Gemmer Mfg. Co.
GO—G&O Mfg. Co.
Gun—Gunite

Han—Handy (King-Seeley Corp.)
Har—Harrison Radiator Division
Her—Hercules Motor Corp.
Hof—Hoof Products Co.
HW—Hall Winslow
H-W—H-W Filter (Michiana Products Corp.)
H-W—Hercules or Waukesha

Inl—Inland Mfg. Division

Jms—Jamestown Metal Equipment Co.

KH—Kelsey-Hayes Wheel Co.
KS—King-Seeley Corp.

LBK—Lockheed, BK Booster
L-D—Leese Neville Starter, Delco-Remy generator
Lei—Leibing
LN—Leece-Neville Co.
Lng—Long Mfg. Division
Loc—Lockheed (Wagner Electric Corp.)
LV—Lockheed with vacuum booster

Mar—Maremont Automotive Products, Inc.
Mat—Mather Spring Co.
McC—McCord Radiator & Mfg. Co.
Mec—Mechanics Universal Joint Division
M-F—Front Mechanics, Rear Ford 01Y
Mic—Michiana Products Corp.
Mid—Midland Steel Products Co.
Mil—Miller Tool & Mfg. Co.
Mod—Modine Mfg. Co.
Mon—Monarch Governor Co.
MW—Motor Wheel Corp.

Nat—National Battery Co.
Nug—Nugent

OPT—Optional
O-K—Own or Kelsey-Hayes
O-S—Own or Spicer

Par-Parish (Spicer Mfg. Corp.)
Pce—Pierce Governor Co.
Pfx—Perfex
PL—Prest-O-Lite Battery Co.
Pur—Purolator Products, Inc.
P-Y—Perfex or Young

RB—Rockford with Borg & Beck disc
Ro—Ross Gear & Tool Co.
Roe—Roehlk

Sag—Saginaw Steering Gear Division
S-B—Smith or Budd
Scn—Scintilla Magneto Division
Shu—Shuler Axle Co.
Sh-W—Shuler and Wisconsin
S-F—Spicer or Fuller
SP—Spring Perch
Spi—Spicer Mfg. Corp.
SS—Standard Steel Spring Co.
S-T—Shuler and Timken
Str—Stromberg Carburetor Division
SW—Stewart-Warner

Thn—Thornton
T-E—Timken and Eaton
T-S—True-Stop (American Chain and Cable Co.)
Tim—Timken Detroit Axle Co.
Tut—Tuthill Spring Co.

Uni—United Air Cleaner Division
UP—Universal Products Co.

Vor—Vortex Mfg. Co.

Wag—Wagner Electric Corp.
War—Warner Gear Division
Wau—Waukesha Motor Co.
WCL—W. C. Lipe
W-E—Willard or Exide
Wes—Westinghouse air (Bendix-Westinghouse Automotive Air Brake Co.)
WGB—W. G. B. Oil Clarifier, Inc.
WCL—W. C. Lipe (Lipe-Rollway Corp.)
Wil—Willard Storage Battery Co.
Wis—Wisconsin (Timkin-Detroit Axle Co.)

Yat—Yates
Yng—Young Radiator Co.
YS—Youngstown Steel Co.

Zen—Zenith Carburetor Division

Line Number	TRUCK MAKE AND MODEL NUMBER	POWER PLANT: ENGINE Make and Model	Governor Make—(If Standard)	Air Cleaner Make (If Standard)	Oil Filter Make (If Standard)	CARBURETOR Make and Model Number	Fuel Feed System Make	Radiator Make	ELECTRICAL EQUIPMENT: Ignition System Make	Generator—Starter Make	Battery—Make	SPARK PLUG Make and Model	TRANSMISSION LINE: CLUTCH Make and Model Number	TRANS-MISSION Make and Model Number	UNIVERSALS Make and Model Number	RUNNING GEAR: FRONT AXLE Make and Model Number	REAR AXLE Make and Model Number	STEERING GEAR Make and Model Number	Service Brakes Make of Actuation	Hand Brakes Make of Actuation	Brake Drum Make	Wheels—Make	Springs—Make	Frame—Make
1	Autocar.....C-10	Her JXB	Han	Uni	Mic	Zen 455-2	AC	G&O	AL	AL	Exi	CH 0-Com	Lng 11CF-CL	Cla 185-F	Spi 1410	Tim 31013	Tim 54412	Ro T-21	Tim†	Cla	Day	Day	SP	Own
2	.....(c.o.e.) U-10	Her JXB	Han	Uni	Mic	Zen 455-2	AC	G&O	AL	AL	Exi	CH 0-Com	Lng 11CF-CL	Cla 185-F	Spi 1410	Tim 32502	Tim 54412	Ro T-70	Tim†	Cla	Day	Day	SP	Own
3	.....(T) C-10-T	Her JXB	Han	Uni	Mic	Zen 455-2	AC	G&O	DR	DR	Exi	CH 0-Com	Lng 11CF-CL	Cla 185-F	Spi 1410	Tim 31013	Tim 54412	Ro T-21	Tim†	Cla	Day	Day	SP	Own
4	.....(c.o.e.) U-10-T	Her JXB	Han	Uni	Mic	Zen 455-2	AC	G&O	DR	DR	Exi	CH 0-Com	Lng 11CF-CL	Cla 185-F	Spi 1410	Tim 32502	Tim 54412	Ro T-70	Tim†	Cla	Day	Day	SP	Own
5	.....C-20	Her JXC	Han	Uni	Mic	Zen 455-2	AC	G&O	AL	AL	Exi	CH 0-Com	Lng 11CF-CL	Cla 200-VO	Spi 1410	Tim 31015	Tim 56410	Ro TA-21	Tim†	Cla	Day	Day	SP	Own
6	.....(c.o.e.) U-20	Her JXC	Han	Uni	Mic	Zen 455-2	AC	G&O	AL	AL	Exi	CH 0-Com	Lng 11CF-CL	Cla 200-VO	Spi 1410	Tim 32502	Tim 56410	Ro T-70	Tim†	Cla	Day	Day	SP	Own
7	.....(T) C-20-T	Her JXC	Han	Uni	Mic	Zen 455-2	AC	G&O	DR	DR	Exi	CH 0-Com	Lng 11CF-CL	Cla 200-VO	Spi 1410	Tim 31015	Tim 56410	Ro TA-21	Tim†	Cla	Day	Day	SP	Own
8	.....(T) (c.o.e.) U-20-T	Her JXC	Han	Uni	Mic	Zen 455-2	AC	G&O	DR	DR	Exi	CH 0-Com	Lng 11CF-CL	Cla 200-VO	Spi 1410	Tim 32502	Tim 56410	Ro T-70	Tim†	Cla	Day	Day	SP	Own
9	.....C-30	Own 331	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	Lng 12CB-C	Cla 200-VO	Spi 1500	Tim 32502	Tim 56400	Ro T-70	Tim†	Cla	Day	Day	SP	Own
10	.....(c.o.e.) U-30	Own 331	Han	Uni	WGB	Str SF-3	AC	G&O	DR	DR	Exi	CH 8-Com	Lng 12CB-C	Cla 200-VO	Spi 1500	Tim 35000	Tim 56400	Ro T-70	Tim†	Cla	Day	Day	SP	Own
11	.....(T) C-30-T	Own 331	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	Lng 12CB-C	Cla 200-VO	Spi 1500	Tim 32502	Tim 56400	Ro T-70	Tim†	Cla	Day	Day	SP	Own
12	.....(T) (c.o.e.) U-30-T	Own 331	Han	Uni	WGB	Str SF-3	AC	G&O	DR	DR	Exi	CH 8-Com	Lng 12CB-C	Cla 200-VO	Spi 1500	Tim 32502	Tim 56400	Ro T-70	Tim†	Cla	Day	Day	SP	Own
13	.....C-40	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own RL-5	Spi 1500	Tim 32502	Own RC	Ro T-70	Own†	Own	Day	Day	SP	Own
14	.....(c.o.e.) U-40	Own 377	Han	Uni	WGB	Str SF-3	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own URL-5	Spi 1500	Tim 35000	Own RC	Ro T-70	Own†	Own	Day	Day	SP	Own
15	.....(T) C-40-T	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WLC 248-S	Own RL-5	Spi 1500	Tim 32502	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
16	.....(T) (c.o.e.) U-40-T	Own 377	Han	Uni	WGB	Str SF-3	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own URL-5	Spi 1500	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
17	.....C-40-D	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own RL-5	Spi 1500	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
18	.....(c.o.e.) U-40-D	Own 377	Han	Uni	WGB	Str SF-3	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own URL-5	Spi 1500	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
19	.....(D) (T) DC-50-T	Cum AA600	Cum	.....	Cum	.....	Cum	G&O	LN	LN	Exi	.....	LO 12CB-C	Own RL-5	Spi 1600	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
20	.....(T) C-50-T	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own DF-5	Spi 1600	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
21	.....C-50-D	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Ful 5A43	Spi 1600	Tim 35030	Own F	Ro T-70	Own†	Own	Day	Day	SP	Own
22	.....C-60	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own DF-5	Spi 1600	Tim 35000	Own E	Ro T-71	Own†	Own	Day	Day	SP	Own
23	.....(e.u.s.) U-60	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own UDF-5	Spi 1600	Tim 35100	Own E	Ro T-71	Own†	Own	Day	Day	SP	Own
24	.....(T) C-60-T	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own DF-5	Spi 1600	Tim 35000	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
25	.....(T) (e.u.s.) U-60-T	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own UDF-5	Spi 1600	Tim 35000	Own C	Ro T-71	Own†	Own	Day	Day	SP	Own
26	.....(e.u.s.) U-60-D	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own UDF-5	Spi 1600	Tim 27452	Own C	Ro T-71	Own†	Own	Day	Day	SP	Own
27	.....C-70	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own DF-5	Spi 1600	Tim 35100	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
28	.....(e.u.s.) U-70	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL 248-S	Own UDF-5	Spi 1600	Tim 27452	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
29	.....(T) C-70-T	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own DF-5	Spi 1600*	Tim 35000	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
30	.....(T) (e.u.s.) U-70-T	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UDF-5	Spi 1600*	Tim 35000	Own C	Ro T-71	Own†	Own	Day	Day	SP	Own
31	.....C-70-D	Own 408	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own DF-5	Spi 1600	Tim 35000	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
32	.....C-80	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own TF-5	Spi 1600*	Tim 35100	Own TG	Ro T-71	Own†	Own	Day	Day	SP	Own
33	.....(e.u.s.) U-80	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi 1600*	Tim 27452	Own TG	Ro T-74	Own†	Own	Day	Day	SP	Own
34	.....(T) C-80-T	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi 1600*	Tim 35000	Own TG	Ro T-71	Own†	Own	Day	Day	SP	Own
35	.....(T) (e.u.s.) U-80-T	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi 1600*	Tim 27452	Own CG	Ro T-71	Own†	Own	Day	Day	SP	Own
36	.....C-80-D	Own 447	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5[▲]	Spi **	Tim 27452	Own G	Ro T-74	Own†	Own	Day	Day	SP	Own
37	.....(e.u.s.) U-80-D	Own 447	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Ful F-5A62	Spi 1600*	Tim 27452	Own G	Ro T-74	Own†	Own	Day	Day	SP	Own
38	.....C-90	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi 1700	Tim 27452	Own TG	Ro T-74	Own†	Own	Day	Day	SP	Own
39	.....(e.u.s.) U-90	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi 1700	Tim 27452	Own TG	Ro 760	Own†	Own	Day	Day	SP	Own
40	.....(T) C-90-T	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi 1700	Tim 35100	Own TG	Ro T-71	Own†	Own	Day	Day	SP	Own
41	.....(T) (e.u.s.) U-90-T	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi 1700	Tim 27452	Own CG	Ro T-71	Own†	Own	Day	Day	SP	Own
42	.....C-90-D	Own 501	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5[▲]	Spi 1700	Tim 27452	Tim 79746-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
43	.....(e.u.s.) U-90-D	Own 501	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Ful F-5A62	Spi 1700	Tim 27452	Tim 79745-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
44	.....(D) (T) DC-100-T	Cum HB600	Cum	Don	Nug	.....	Cum	G&O	DR	DR	Exi	.....	BL 14-2	BL 7451	Spi 1700	Tim 27452	Own G	Ro T-71	Own†	Own	Day	Day	SP	Own
45	.(D) (T) (e.u.s.) DU-100-T	Cum HB600	Cum	Don	Nug	.....	Cum	G&O	DR	DR	Exi	.....	BL 14-2	BL 7451	Spi 1700	Tim 27452	Own G	Ro T-74	Own†	Own	Day	Day	SP	Own
46	.....(D) DC-100-D	Cum HB600	Cum	Don	Nug	.....	Cum	G&O	DR	DR	Exi	.....	BL 14-2	BL 7451[▲]	Spi ***	Tim 27452	Tim 79745-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
47	.....C-7044	Own 447	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own DF-4 (1)	Spi ****	Tim F-223-H	Tim 72300-TM	Ro T-71	Tim†	Own	Day	Day	SP	Own
48	.....C-8044	Own 501	Han	Don	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-4 (2)	Spi ††	Tim F-323-H	Tim 75746-TM	Ro T-74	Tim†	Own	Day	Day	SP	Own
49	.....C-9044	Her HXB	Han	Don	HW	Zen 458	AC	G&O	DR	DR	Exi	CH 2-Com	BL 14-2	BL 7441 (2)	Spi †††	Tim F-437-W	Tim 76740-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
50	.....DC-10044	Cum HB600	Cum	Don	Nug	.....	Cum	G&O	DR	DR	Exi	.....	BL 14-2	BL 7441 (2)	Spi ††††	Tim F-437-W	Tim 76740-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
51	.....C-4062	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own RL-5	Spi 1500	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
52	.....(c.o.e.) U-4062	Own 377	Han	Uni	WGB	Str SF-3	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own URL-5	Spi 1500	Tim 35000	Own E	Ro T-70	Own†	Own	Day	Day	SP	Own
53	.....C-4064	Own 377	Han	Uni	WGB	Zen 28ADA10	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own RL-5	Spi §	Tim 35100	Tim SBD1500	Ro T-70	Tim†	Own	Day	Day	SP	Own
54	.....C-7062	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own DF-5	Spi 1600	Tim 35100	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
55	.....(e.u.s.) U-7062	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own UDF-5	Spi 1600	Tim 35100	Own F	Ro T-71	Own†	Own	Day	Day	SP	Own
56	.....C-7064	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own DF-5	Spi §	Tim 35100	Tim SBD1500	Ro T-71	Own†	Own	Day	Day	SP	Own
57	.....(e.u.s.) U-7064	Own 408	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-48-S	Own UDF-5	Spi §	Tim 35100	Tim SBD1500	Ro T-71	Own†	Own	Day	Day	SP	Own
58	.....C-8062	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi 1600*	Tim 27452	Own TG	Ro T-71	Own†	Own	Day	Day	SP	Own
59	.....(e.u.s.) U-8062	Own 447	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi 1600*	Tim 27452	Own TG	Ro T-74	Own†	Own	Day	Day	SP	Own
60	.....C-8064	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi §§	Tim 27452	Tim SDP3000-PA	Ro T-74	Tim†	Own	Day	Day	SP	Own
61	.....(e.u.s.) U-8064	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi §§	Tim 27452	Tim SDD3000-PA	Ro T-74	Tim†	Own	Day	Day	SP	Own
62	.....C-9062	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi 1700[▲]	Tim 27452	Own CG	Ro T-74	Own†	Own	Day	Day	SP	Own
63	.....(e.u.s.) U-9062	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi 1700[▲]	Tim 27452	Own CG	Ro T-74	Own†	Own	Day	Day	SP	Own

64	C-9064	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own TF-5	Spi §§*	Tim 27452	Tim SDD454-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
65	(e.u.s.) U-9064	Own 501	Han	AM	WGB	Str SF-4	AC	G&O	DR	DR	Exi	CH 8-Com	WCL Z-32-S	Own UTF-5	Spi §§*	Tim 27452	Tim SDD454-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
66	(D) DC-10062	Cum HB600	Cum	Don	Nug		Cum	G&O	DR	DR	Exi		BL 14-2	BL 7451	Spi 1700*	Tim 27452	Own G	Ro T-71	Own†	Own	Day	Day	SP	Own
67	(D) (e.u.s.) DU-10062	Cum HB600	Cum	Don	Nug		Cum	G&O	DR	DR	Exi		BL 14-2	BL 7451	Spi 1700	Tim 27452	Own G	Ro T-74	Own†	Own	Day	Day	SP	Own
68	(D) DC-10064	Cum HB600	Cum	Don	Nug		Cum	G&O	DR	DR	Exi		BL 14-2	BL 7441	Spi §§§ (3)	Tim 27452	Tim SD462-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
69	(D) (e.u.s.) DU-10064	Cum HB600	Cum	Don	Nug		Cum	G&O	DR	DR	Exi		BL 14-2	BL 7451	Spi ●	Tim 27452	Tim SDD454-W	Ro T-74	Tim†	Own	Day	Day	SP	Own
70	Available C-100	Wau BL	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	War T-9	Spi 1410	Tim 30000H	Tim 53508H	Ro 660	Loc	War	Day	Day	Tut	Own
71	C-200	Wau BL	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	War T-9	Spi 1410	Tim 30000H	Tim 53308H	Ro 660	Loc	War	Day	Day	Tut	Own
72	C-250	Wau BL	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	War T-9	Spi 1410	Tim 31000H	Tim 53308H	Ro 660	Loc	War	Day	Day	Tut	Own
73	C-300	Wau BM	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	War T-9	Spi 1410	Tim 31000H	Tim 54410H	Ro 660	Loc	War	Day	Day	Tut	Own
74	C-350	Wau BK	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	War T-9A	Spi 1500	Tim 32502H	Tim 54410H	Ro 700	Loc	War	Day	Day	Tut	Own
75	C-400	Wau BK	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	War T-9A	Spi 1500	Tim 32502H	Tim 56410H	Ro 700	Loc	War	Day	Day	Tut	Own
76	C-400L	Wau BZ	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	Ful 5A330	Spi 1500	Tim 32502H	Tim 56410H	Ro 700	Loc	Ful	Day	Day	Tut	Own
77	C-500	Wau BZ	NS	Uni	Fram	Str BXUV-3	AC	Yat	DR	DR	Exi	AC 85	B&B	Ful 5A330	Spi 1500	Tim 33000H	Tim 58300H	Ro 700	Loc	Ful	Day	Day	Tut	Own
78	C-550	Wau MKR	Wau	Uni	Fram	Str SF-3	Aup	Yat	DR	DR	Exi	AC 87S	B&B	Ful 5A430	Spi 1600	Tim 35000H	Tim 58300H	Ro 700	Loc	Ful	Day	Day	Tut	Own
79	C-600	Wau MZR	Wau	Uni	Fram	Str SF-3	Aup	Yat	DR	DR	Exi	AC 87S	B&B	Ful 5A430	Spi 1600	Tim 35000H	Tim 65720H	Ro 720	Loc	Ful	Day	Day	Tut	Own
80	C-650	Wau SRLR	Wau	Uni	Fram	Str SF-4	Aup	Yat	DR	DR	Exi	AC 78	B&B	Ful 5A620	Spi 1600	Tim 35000H	Tim 65720H	Ro 720	Loc	Ful	Day	Day	Tut	Own
81	C-700	Wau SRKR	Wau	Uni	Fram	Str SF-4	Aup	Yat	DR	DR	Exi	AC 78	B&B	Ful 5A620	Spi 1600	Tim 26452H	Tim 66742H	Ro 720	Loc	Ful	Day	Day	Tut	Own
	Brockway (See page 85)																							
82	Chevrolet-1942 BK	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
83	BJ	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
84	BL	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
85	BN	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
86	MR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
87	MR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
88	MR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
89	MR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
90	MR	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
91	MR	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
92	MS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
93	MS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
94	MS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
95	MS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
96	MS	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
97	MS	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
98	(c.o.e.) MU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
99	(c.o.e.) MU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
100	(c.o.e.) MU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
101	(c.o.e.) MU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
102	(c.o.e.) MU	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
103	(c.o.e.) MU	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
104	(c.o.e.) MV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
105	(c.o.e.) MV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
106	(c.o.e.) MV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
107	(c.o.e.) MV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
108	(c.o.e.) MV	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
109	(c.o.e.) MV	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
110	(c.o.e.) MW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
111	(c.o.e.) MW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
112	(c.o.e.) MW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
113	(c.o.e.) MW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
114	(c.o.e.) MW	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
115	(c.o.e.) MW	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
116	Chevrolet-1941 AK	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
117	AJ	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
118	AL	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
119	AN	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
120	YR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
121	YR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
122	YR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
123	YR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
124	YR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
125	YR	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
126	YR	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
127	YR	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
128	YS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
129	YS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
130	YS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
131	YS	Own	NS	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
132	YS	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
133	YS	Own	.....	AC	AC	Car 483S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
134	(c.o.e.) YU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
135	(c.o.e.) YU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B

Continued on next page

Line Number	TRUCK MAKE AND MODEL NUMBER	POWER PLANT: ENGINE Make and Model	Governor Make—(If Standard)	Air Cleaner Make (If Standard)	Oil Filter Make (If Standard)	CARBURETOR Make and Model Number	Fuel Feed System Make	Radiator Make	ELECTRICAL EQUIPMENT: Ignition System Make	Generator—Starter Make	Battery—Make	SPARK PLUG Make and Model	TRANSMISSION LINE: CLUTCH Make and Model Number	TRANSMISSION Make and Model Number	UNIVERSALS Make and Model Number	RUNNING GEAR: FRONT AXLE Make and Model Number	REAR AXLE Make and Model Number	STEERING GEAR Make and Model Number	Service Brakes Make of Actuation	Hand Brakes Make of Actuation	Brake Drum Make	Wheels—Make	Springs—Make	Frame—Make
	Chevrolet 1941—Continued																							
1	(c.o.e.) YU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
2	(c.o.e.) YU	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
3	(c.o.e.) YU	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
4	(c.o.e.) YU	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
5	(c.o.e.) YV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
6	(c.o.e.) YV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
7	(c.o.e.) YV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
8	(c.o.e.) YV	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
9	(c.o.e.) YV	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
10	(c.o.e.) YV	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
11	(c.o.e.) YW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
12	(c.o.e.) YW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
13	(c.o.e.) YW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
14	(c.o.e.) YW	Own	NS	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
15	(c.o.e.) YW	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
16	(c.o.e.) YW	Own	.....	AC	AC	Car 517S	AC	Har	DR	DR	DR	AC 104	Own	Own	O-S	Own	Own	Sag	Own	Own	Own	O-K	Own	S-B
17	Dart.....40G	OPT (21)	Hoof	Uni	Ecy	Str EVX2	AC	Mod	DR	DR	F-W	AC 75	WCL Z30S	Ful 5A330	Spi 1400	Tim 31005H	Tim 54412H	Ro 660	LBK	Ful	Tim	B-D	Mar	Own
18	.....50G	OPT (22)	Hoof	Uni	Ecy	Str EVX2	AC	Mod	DR	DR	F-W	AC 75	WCL Z30S	Ful 5A330	Spi 1400	Tim 32502H	Tim 56411H	Ro 660	LBK	Ful	Tim	B-D	Mar	Own
19	.....50Gsp	OPT (23)	Hoof	Don	Ecy	Zen IN167	AC	Mod	DR	DR	F-W	AC 85	WCL Z32S	Ful 5A430	Spi 1500	Tim 32502H	Tim 56411H	Ro 660	LBK	Ful	Tim	B-D	Mar	Own
20	.....60G	OPT (23)	Hoof	Uni	Ecy	Zen IN167	AC	Mod	DR	DR	F-W	AC 85	WCL Z32S	Ful 5A430	Spi (27)	Tim 33000H	Tim 58300H	Ro 700	LBK	Ful	Tim	B-D	Mar	Own
21	.....70DR	OPT (23)	Hoof	Don	Ecy	Str SF-3	AC	Mod	DR	DR	F-W	AC 85	WCL Z32S	Ful (25)	Spi (27)	Tim 33000H	Tim 75733H	Ro 720	LBK	Ful	Tim	B-D	Mar	Own
22	.....80W	OPT (24)	Hoof	Uni	Ecy	Str SF-4	AC	Mod	DR	DR	F-W	AC 85	WCL Z31S	Ful 5A620	Spi 1600	Tim 35000H	Tim 65725H	Ro 720	LBK	Ful	Tim	B-D	Mar	Own
23	.....100W	OPT (24)	Hoof	Don	Ecy	Str SF-4	AC	Mod	DR	DR	F-W	AC 85	WCL Z31S	Ful 5A620	Spi 1600	Tim 27450H	Tim 66725H	Ro 720	LBK	Ful	Tim	B-D	Mar	Own
24	1000	OPT (22)	Hoof	Uni	Ecy	Str EVX2	AC	Mod	DR	DR	F-W	AC 75	WCL Z30S	Ful 5A330	Spi (28)	Tim 31005H	Tim SBD1000	Ro 660	LBK	Ful	Tim	B-D	Mar	Own
25	1500	OPT (23)	Hoof	Uni	Ecy	Zen IN167	AC	Mod	DR	DR	F-W	AC 85	WCL Z32S	Ful 5A430	Spi (29)	Tim 33000H	Tim SBD1500	Ro 700	LBK	Ful	Tim	B-D	Mar	Own
26	252	OPT (23)	Hoof	Uni	Ecy	Str SF-3	AC	Mod	DR	DR	F-W	AC 85	WCL Z32S	Ful (25)	Spi (27)	Tim 35000H	Tim SD252H	Ro 720	LBK	Ful	Tim	B-D	Mar	Own
27	352	OPT (24)	Hoof	Don	Ecy	Str SF-4	AC	Mod	DR	DR	F-W	AC 85	WCL Z31S	Ful (26)	Spi (30)	Tim 27450TW	Tim SD452W	Ro 720	Wes	T-S	Tim	B-D	Mar	Own
28	Dodge.....WC	Own T112	NS	Uni	NS	Car DTC-1	AC	Fed	AL	AL	AL	AL A-7-A	B&B 11260	Own	UP 4200	Own	Own	Gem 120	Own	Own	Own	.....	.....	.....
29	.....WD-15	Own T114	NS	Uni	NS	Car DTC-1	AC	Fed	AL	AL	AL	AL A-7-A	B&B 11260	Own	UP 4200	Own	Own	Gem 120	Own	Own	Own	.....	.....	.....
30	.....WD-20	Own T116	NS	Uni	NS	Str 280082	AC	Fed	AL	AL	AL	AL A-7-A	B&B 11260	Own	UP 5160	Own	Own	Gem 120	Own	Own	Own	.....	.....	.....
31	.....WF-20	Own T118	NS	Uni	NS	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 11296	Own	CS R-96	Own	Own	Gem 140	Own	Own	Own	.....	.....	.....
32	.....WF-30	Own T118	NS	Uni	NS	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 11296	Own	CS R-96	Own	Own	Gem 140	Own	Own	Own	.....	.....	.....
33	.....WFA-30	Own T118	NS	Uni	NS	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 11296	Own	CS R-96	Own	Eat	Gem 140	Own	Own	Own	.....	.....	.....
34	(c.o.e.) WFM-35	Own T128	NS	Uni	NS	Car 6E-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 11296	Own	CS R-96	Own	Own	Gem 140	Own	Own	Own	.....	.....	.....
35	(c.o.e.) WFMA-35	Own T128	NS	Uni	NS	Car 6E-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 11296	Own	CS R-96	Own	Eat	Gem 140	Own	Own	Own	.....	.....	.....
36	.....WG-40	Own T120	Han	Uni	Pur	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Own	Gem 140	Own	Own	Own	.....	.....	.....
37	.....WGA-40	Own T120	Han	Uni	Pur	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Eat	Gem 140	Own	Own	Own	.....	.....	.....
38	(c.o.e.) WGM-40	Own T130	Han	Uni	Pur	Car 6E-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Own	Gem 170	Own	Own	Own	.....	.....	.....
39	(c.o.e.) WGMA-40	Own T130	Han	Uni	Pur	Car 6E-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Eat	Gem 170	Own	Own	Own	.....	.....	.....
40	.....WH-45	Own T120	Han	Uni	Pur	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Own	Gem 140	Own	Own	Own	.....	.....	.....
41	.....WHA-45	Own T120	Han	Uni	Pur	Car ETT-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Eat	Gem 140	Own	Own	Own	.....	.....	.....
42	(c.o.e.) WHM-45	Own T130	Han	Uni	Pur	Car 6E-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Own	Gem 170	Own	Own	Own	.....	.....	.....
43	(c.o.e.) WHMA-45	Own T130	Han	Uni	Pur	Car 6E-1	AC	Fed	AL	AL	Wil	AL A-7-A	B&B 10939	Own	UP 5360	Own	Eat	Gem 170	Own	Own	Own	.....	.....	.....
44	.....WL-50	Own T124	Han	Uni	D-P	Str 3-56	AC	Lng	AL	AL	Wil	CH J-8-64	B&B 11122	Own	CS U-96	Own	Own	Gem 170	Own	Own	Own	.....	.....	.....
45	.....WLA-50	Own T124	Han	Uni	D-P	Str 3-56	AC	Lng	AL	AL	Wil	CH J-8-64	B&B 11122	Own	CS U-96	Own	Eat	Gem 170	Own	Own	Own	.....	.....	.....
46	(D) WLD-50	Own T126	NS	AC	Del	.....	Exl	Lng	.....	AL(4)	Wil	.....	B&B 11122	Own	CS U-96	Own	Own	Gem 170	Own	Own	Own	.....	.....	.....
47	(D) WLDA-50	Own T126	NS	AC	Del	.....	Exl	Lng	.....	AL(4)	Wil	.....	B&B 11122	Own	CS U-96	Own	Eat	Gem 170	Own	Own	Own	.....	.....	.....
48	.....WK-60	Own T124	Han	Uni	D-P	Str 3-56	AC	Lng	AL	AL	Wil	CH J-8-64	B&B 11122	Own	CS U-96	Own	Own	Gem 170	Own	Own	Own	.....	.....	.....
49	.....WKA-60	Own T124	Han	Uni	D-P	Str 3-56	AC	Lng	AL	AL	Wil	CH J-8-64	B&B 11122	Own	CS U-96	Own	Eat	Gem 170	Own	Own	Own	.....	.....	.....
50	(D) WKD-60	Own T126	NS	AC	Del	.....	Exl	Lng	.....	AL(4)	Wil	.....	B&B 11122	Own	CS U-96	Own	Own	Gem 170	Own	Own	Own	.....	.....	.....
51	(D) WKDA-60	Own T126	NS	AC	Del	.....	Exl	Lng	.....	AL(4)	Wil	.....	B&B 11122	Own	CS U-96	Own	Eat	Gem 170	Own	Own	Own	.....	.....	.....
52	Duplex.....T	Her JXD	Pce	AM	Mic	Zen 28AV11	AC	Pfx	AL	AL	Wil	AL-CH	B-S	F-S (5)	Spi 1400	Tim 32500	Tim (7)	Ro T-26	Loc	S-F	Ful	MW	Tut	Mid
53	.....SC	Bud K-369	Pce	AM	Mic	Str DX3	AC	Yng	AL	AL	Wil	AL-CH	Spi SP-13	Spi 3353	CS U-94	Shu 5582	Wis 72300H	Ro 700	Loc	T-S	Spi	MW	Tut	Mid
54	.....SAC	Bud K-428	Pce	AM	DeL	Str DX4	AC	P-Y	AL	AL	Wil	AL-CH	Spi SP-13	Spi 3353	Spi 1600	Shu 5582	Tim 75743	Ro 700	Loc	T-S	Tim	MW	Tut	Mid
55	.....SAC-H	Her YXC-2	Pce	AM	DeL	Zen IN167SJ	AC	P-Y	AL	AL	Wil	AL-CH	Spi SP-14	Spi 3353	Spi 1600	Shu 5582	Tim 75743	Ro (9)	Loc	T-S	Tim	MW	Tut	Mid
56	.....K	Bud L-525	Pce	AM	DeL	Str DX4	AC	Yng	AL	AL	Wil	AL-CH	Spi SP-14	F-S (6)	Spi 1600	Shu 639	Tim (8)	Ro (10)	Loc	T-S	Tim	MW	Tut	Mid
57	.....K-H	Her RXC	Pce	AM	DeL	Zen IN167SJ	AC	P-Y	AL	AL	Wil	AL-CH	Spi SP-14	F-S (6)	Spi 16-1700	Shu 639	Tim (8)	Ro (11)	Loc	Own	Tim	MW	Tut	Mid
58	L	Bud LO-525	Pce	AM	Mic	Str DX4	AC	Yng	AL	AL	Wil	AL-CH	Spi SP-14	Spi 7341	Spi 1600	Shu 639	Tim 79733	Ro 720	Wes	T-S	Tim	MW	Tut	Mid
59	Federal.....8	Her QXB3F	NS	AC	NS	Zen 0-9008	AC	Lng	DR	DR	AL	AC 44	B&B A7	War T9	Spi 1300	Tim 29500H	Tim 51521H	Gem 120	Loc	War	Tim	Day	Mat	Own
60	16	Her JXFF	NS	AC	NS	Zen 0-9023	AC	Lng	DR	DR	Exi	AC 44	B&B A7	War T9	Spi 1350	Tim 30000H	Tim 53547H	Gem 140	Loc	War	Tim	Day	Mat	Own
61	17	Her JXGF	Zen	AC	Pur	Zen 0-9450	AC	Lng	DR	DR	Exi	AC 44	B&B A6	War T9	Spi 1350	Tim 30000H	Tim 53308H	Gem 140	Loc	War	Tim	Day	Mat	Own

62		18	Her JXBF	Zen	AC	Pur	Zen 0-9450	AC	Lng	DR	DR	Exi	AC 44	B&B A6	War T9	Spi 1350	Tim 30003H	Tim 53308H	Gem 335	LBK	War	Tim	Day	Mat	Own
63		20	Her JXBF	Zen	Uni	Pur	Zen 0-9450	AC	Lng	DR	DR	Exi	AC 44	B&B A6	War T9	Spi 1400	Tim 31000H	Tim 54411H	Gem 370	LBK	War	Tim	Day	Mat	Own
64		25	Her JXCF	Zen	Uni	Pur	Zen 0-9450	AC	Lng	DR	DR	Exi	AC 44	B&B A6	Cla 185F	Spi 1400	Tim 31000H	Tim 55411H	Gem 370	LBK	Cla	Tim	Day	Mat	Own
65		29	Her JXDF	Zen	Uni	Pur	Zen 0-9503	AC	Lng	DR	DR	Exi	AC 44	B&B 12Q	Cla 205V	Spi 1500	Tim 32514H	Tim 56411H	Gem 370	LBK	Cla	Tim	Day	SP	Own
66		35	Her WXC3	Zen	Uni	Mic	Zen 0-9780	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 205V	Spi 1500	Tim 32515H	Tim 56411H	Gem 370	LBK	Cla	Tim	Day	SP	Own
67		45	Her WXLC3	Zen	Uni	Mic	Zen 0-9747	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1500	Tim 33006H	Tim 58301H	Ro 700	LBK	Cla	Tim	Day	SP	Own
68		55	Her WXLC3	Zen	Uni	Mic	Zen 0-9747	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1600	Tim 35011H	Tim 75743H	Ro 700	LBK	T-S	Tim	Day	SP	Own
69		62	Con 22RF	Zen	Uni	Mic	Zen 0-8822	Aup	Lng	DR	DR	Exi	AC 83	WCL 14SP	Cla 326VO	Bld 7N	Tim 36000TW	Tim 76810W	Gem 500	Wes	T-S	Tim	Day	SP	Own
70		(c.o.e.) 76	Her JXFF	NS	AC	NS	Zen 0-7880	AC	Lng	DR	DR	Exi	AC 44	B&B A7	War T9	Spi 1350	Tim 31100H	Tim 53547H	Gem 370	Loc	War	Tim	Day	Mat	Own
71		(c.o.e.) 77	Her JXGF	Mon	AC	Pur	Zen 0-7880	AC	Lng	DR	DR	Exi	AC 44	B&B A6	War T9	Spi 1350	Tim 31100H	Tim 53308H	Gem 370	Loc	War	Tim	Day	Mat	Own
72		(c.o.e.) 80	Her JXBF	Mon	AC	Pur	Zen 0-7880	AC	Lng	DR	DR	Exi	AC 44	B&B A6	War T9	Spi 1400	Tim 31102H	Tim 54411H	Gem 370	LBK	War	Tim	Day	Mat	Own
73		(c.o.e.) 85	Her JXCF	Mon	AC	Pur	Zen 0-7880	AC	Lng	DR	DR	Exi	AC 44	B&B A6	Cla 185F	Spi 1400	Tim 32515H	Tim 55411H	Gem 370	LBK	Cla	Tim	Day	Mat	Own
74		(c.o.e.) 89	Her JXDF	Zen	AC	Pur	Zen 0-9495	AC	Lng	DR	DR	Exi	AC 44	B&B 12Q	Cla 205V	Spi 1500	Tim 32515H	Tim 56411H	Gem 370	LBK	Cla	Tim	Day	SP	Own
75		(c.o.e.) 90	Her WXC3	Zen	Uni	Mic	Zen 0-978	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 205V	Spi 1500	Tim 35011H	Tim 56411H	Ro 700	LBK	Cla	Tim	Day	SP	Own
76		(c.o.e.) 92	Her WXLC3	Zen	Uni	Mic	Zen 0-9747	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1500	Tim 35011H	Tim 58301H	Ro 700	LBK	Cla	Tim	Day	SP	Own
77		(c.o.e.) 94	Her WXLC3	Zen	Uni	Mic	Zen 0-9747	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1600	Tim 35011H	Tim 75743H	Ro 700	LBK	T-S	Tim	Day	SP	Own
78		296X4	Her JXDF	Zen	Uni	Pur	Zen 0-9503	AC	Lng	DR	DR	Exi	AC 44	B&B 12Q	Cla 205V	Spi 1500	Tim 32514H	Tim SW-3000H	Gem 370	LBK	T-S	Tim	Day	SP	Own
79		356X4	Her WXC3	Zen	Uni	Mic	Zen 0-9780	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1500	Tim 32515H	Tim SW-3000H	Gem 370	LBK	T-S	Tim	Day	SP	Own
80		556X4	Her WXLC3	Zen	Uni	Mic	Zen 0-9747	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1600	Tim 35000TW	Tim SW-3000PA	Ro 700	Wes	T-S	Tim	Day	Mat	Own
81		626X4	Con 22RF	Zen	Uri	Mic	Zen 0-8822	AC	Lng	DR	DR	Exi	AC 83	WCL 14SP	Cla 326V	Bld 7N	Tim 36000TW	Tim SW-454W	Gem 500	Wes	T-S	Tim	Day	Mat	Own
82		(c.o.e.) 896X4	Her JXDF	Zen	Uni	Pur	Zen 0-9495	AC	Lng	DR	DR	Exi	AC 44	B&B 12Q	Cla 205V	Spi 1500	Tim 32515H	Tim SW-3000H	Gem 370	LBK	T-S	Tim	Day	SP	Own
83		(c.o.e.) 906X4	Her WXC3	Zen	Uni	Mic	Zen 0-9780	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1500	Tim 35011H	Tim SW-3000H	Ro 700	LBK	T-S	Tim	Day	SP	Own
84		(c.o.e.) 946X4	Her WXLC3	Zen	Uni	Mic	Zen 0-9747	AC	Lng	DR	DR	Exi	AC 44	B&B 13Q	Cla 270V	Spi 1600	Tim 35000TW	Tim SW-3000PA	Ro 700	Wes	T-S	Tim	Day	Mat	Own
85	Ford-1942	Reg. 21T-81	Own 21T	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
86		Reg. 2GT-81	Own 2GT	NS	Own	NS	Own 1GA	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 1GT	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
87		Reg. 29T-81	Own 29T	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
88		Reg. 218T-81	Own 21T	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
89		Reg. 2G8T-81	Own 2GY	NS	Own	NS	Own 1GA	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 1GT	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
90		Reg. 298T-81	Own 29T	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
91		(c.o.e.) 211W-81	Own 21W	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
92		(c.o.e.) 291W-81	Own 29W	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
93		(c.o.e.) 21W-81	Own 21W	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
94		(c.o.e.) 29W-81	Own 29W	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
95		(c.o.e.) 218W-81	Own 21W	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
96		(c.o.e.) 298W-81	Own 29W	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 01T	Own 01T	Own 01T	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
97		1 Ton 21Y-81	Own 21T	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 81T	Own 78	Own 01Y	Own 21Y	Own 21Y	Own 01T	Own	Own	Own	Own	Own	Own
98		1 Ton 2GY-81	Own 2GT	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 19A	Own 1GC	Own 01Y	Own 21Y	Own 21Y	Own 01T	Own	Own	Own	Own	Own	Own
99		1 Ton 2NY-81	Own 2NC	NS	Own	NS	Own ONY	Own	Own	Own	Own	Own	CH H10	Own 91A	Own ONY	Own 01Y	Own 21Y	Own 21Y	Own 21C	Own	Own	Own	Own	Own	Own
100		¾ Ton 21D-81	Own 21T	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 19A	Own 78	Own 01Y	Own 21Y	Own 21Y	Own 21C	Own	Own	Own	Own	Own	Own
101		¾ Ton 2GD-81	Own 2GA	NS	Own	NS	Own 1GA	Own	Own	Own	Own	Own	CH H10	Own 19A	Own 1GC	Own 01Y	Own 21Y	Own 21Y	Own 21C	Own	Own	Own	Own	Own	Own
102		¾ Ton 2ND-81	Own 2NC	NS	Own	NS	Own ONY	Own	Own	Own	Own	Own	CH H10	Own 91A	Own ONY	Own 01Y	Own 21Y	Own 21Y	Own 21C	Own	Own	Own	Own	Own	Own
103		Com. Car 21C-81	Own 21A	NS	Own	NS	Own 21A	Own	Own	Own	Own	Own	CH H10	Own 19A	Own 78	Own 01Y	Own 21C	Own 21C	Own 21C	Own	Own	Own	Own	Own	Own
104		Com. Car 2GC-81	Own 2GA	NS	Own	NS	Own 1GA	Own	Own	Own	Own	Own	CH H10	Own 19A	Own 1GC	Own 01Y	Own 21C	Own 21C	Own 21C	Own	Own	Own	Own	Own	Own
105		Com. Car 2NG-81	Own 2NC	NS	Own	NS	Own ONY	Own	Own	Own	Own	Own	CH H10	Own 91A	Own ONC	Own 01Y	Own 21C	Own 21C	Own 21C	Own	Own	Own	Own	Own	Own
106	Ford-1941	Reg. 11T-81	Own 11T	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
107		Reg. 19T-81	Own 19T	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
108		Reg. 118T-81	Own 11T	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
109		Reg. 198T-81	Own 19T	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 01T	Own 01T	Own 01T	Own	Own	Own	Own	Own	Own
110		(c.o.e.) 111W-81	Own 111W	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 81W	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
111		(c.o.e.) 191W-81	Own 191W	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 81W	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
112		(c.o.e.) 11W-81	Own 111W	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 81W	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
113		(c.o.e.) 19W-81	Own 191W	NS	Own	NS	Own91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 81W	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
114		(c.o.e.) 118W-81	Own 111W	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 81W	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
115		(c.o.e.) 198W-81	Own 191W	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 81T-7550	Own 01T	Own 01T	Own 81W	Own 01T	Own 01W	Own	Own	Own	Own	Own	Own
116		1 Ton 11Y-83	Own 11Y	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 91A-7550	Own 78	Own 01Y	Own 01Y	Own 01Y	Own 01Y	Own	Own	Own	Own	Own	Own
117		1 Ton 1NY-83	Own 1NC	NS	Own	NS	Own ONY-9510	Own	Own	Own	Own	Own	CH H10	Own 91A-7550	Own ONC	Own 01Y	Own 01Y	Own 01Y	Own 01Y	Own	Own	Own	Own	Own	Own
118		¾ Ton 11D-83	Own 11Y	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 91A-7550	Own 01T	Own 01Y	Own 01Y	Own 01Y	Own 01Y	Own	Own	Own	Own	Own	Own
119		¾ Ton 1ND-83	Own 1NC	NS	Own	NS	Own ONY-9510	Own	Own	Own	Own	Own	CH H10	Own 91A-7550	Own 01T	Own 01Y	Own 01Y	Own 01Y	Own 01Y	Own	Own	Own	Own	Own	Own
120		Com. Car 11C-83	Own 11C	NS	Own	NS	Own 91A-9510A	Own	Own	Own	Own	Own	CH H10	Own 11A-7550	Own 78	Own 81C	Own 78	Own 68	Own 01C	Own	Own	Own	Own	Own	Own
121		Com. Car 1NC-83	Own 1NC	NS	Own	NS	Own ONY-9510	Own	Own	Own	Own	Own	CH H10	Own 91A-7550	Own ONA	Own 81C	Own 78	Own 68	Own 01C	Own	Own	Own	Own	Own	Own
122	F. W. D.	HS	Wau BK	Wau	AM	Mic	Zen 15A23BV12	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL Z34S	Ful 5B33	Spi 1410	Wis F33-H8	Tim 53543HXI	Ro 660	Loc	Own	Own	Bdd	Own	Own
123		HA	Wau BZ	Wau	AM	Mic	Zen 15A23BV12	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z34S	Ful 5B33	Bld 5N	Own H	Own H	Ro 660	Loc	Own	Own	Own	Own	Own
124		HR	Wau MKR	Wau	AM	Mic	Zen 155	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z315	Ful 5B43	Bld 5N	Own H	Own H	Ro 660	Loc	Own	Own	Own	Own	Own
125		CU	Wau MZR	Wau	AM	Mic	Zen 156	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z315	Own 5	Bld 6N	Own U	Own U	Ro 720	Loc	Own	Own	Own	Own	Own
126		CUA	Wau MZR	Wau	AM	Mic	Zen 156	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z33S	Ful 5A43	Bld 6N	Own U	Own U	Ro 720	Loc	Own	Own	Own	Own	Own
127		SU	Wau SRLR	Wau	AM	Mic	Zen 456-2	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z31S	Own 5	Bld 6N	Own U	Own U	Ro 720	Loc	Own	Own	Own	Own	Own
128		SUA	Wau SRLR	Wau	AM	Mic	Zen 456-2	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z33S	Ful 5A62	Bld 6N	Own U	Own U	Ro 720	Loc	Own	Own	Own	Own	Own
129		YU	Wau SRKR	Wau	AM	Mic	Zen 456-2	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z33S	Own 5	Bld 6N	Own U	Own U	Ro 720	Loc	Own	Own	Own	Own	Own
130		MJ6	Wau SRKR	Wau	AM	Mic	Zen 157	AC	Pfx	DR	DR	Wil	CH 0-Com	WCL Z33S	Own M	Bld 7N	Wis 1337	Wis 1337	Ro 720	Loc	Own	Own	Own	Own	Own
131		M6	Wau GK	Wau	AM	Mic	Zen 158	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z33S	Own M	Bld 7N	Wis 1757	Wis 1757	Ro 720	Loc	Own	Own	Own	Own	Own
132		M7	Wau RBR	Wau	AM	Mic	Zen 158	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z33S	Own M	Bld 7N	Wis 1757	Wis 1757	Ro 720	Loc	Own	Own	Own	Own	Own
133		M10	Her HXE	AA	AM	Mic	Zen 15A23	SW	Pfx	DR	DR	Wil	CH 3-Com	WCL Z33S	Own M	Bld 7N	Wis 1910	Wis 1910	Ro 760	Wes	Own	Own	Bdd	Own	Own
134		(T) T-26	Wau BK	Wau	AM	Mic	Zen 15A23BV12	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL Z34S	Ful 5B330	Spi 1410	Wis F33-H8	Tim 53543HXI	Ro 660	Loc	Own	Own	Bdd	Own	Own
135		(T) T-30	Wau BZ	Wau	AM	Mic	Zen 15A23BV12	AC	Pfx	DR	DR	Wil	CH 3-Com	WCL Z34S	Ful 5B330	Bld 5N	Own H	Own H	Ro 660	Loc	Own	Own	Own	Own	Own

Continued on next page

Line Number	TRUCK MAKE AND MODEL NUMBER	POWER PLANT							ELECTRICAL EQUIPMENT				TRANSMISSION LINE			RUNNING GEAR								
		ENGINE Make and Model	Governor Make—(If Standard)	Air Cleaner Make (If Standard)	Oil Filter Make (If Standard)	CARBURETOR Make and Model Number	Fuel Feed System Make	Radiator Make	Ignition System Make	Generator—Starter Make	Battery—Make	SPARK PLUG Make and Model	CLUTCH Make and Model Number	TRANSMISSION Make and Model Number	UNIVERSALS Make and Model Number	FRONT AXLE Make and Model Number	REAR AXLE Make and Model Number	STEERING GEAR Make and Model Number	Service Brakes Make of Actuation	Hand Brakes Make of Actuation	Brake Drum Make	Wheels—Make	Springs—Make	Frame—Make
	F. W. D.—continued																							
1	(T) T-32	Wau MKR	Wau	AM	Mic	Zen 156	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL Z31S	Ful 5B430	Bld 5N	Own H	Own H	Ro 660	Loc	Own	Own	Own	Own	Own
2	MJ6X6	Wau SRKR	Wau	AM	Mic	Zen 157	AC	Pfx	DR	DR	Wil	CH 0-Com	WCL Z33S	Own M	Bld 7N	Wis 1337	Wis SD352	Ro 720	Wes	Own	Own	Bdd	Own	Own
3	M6X6	Wau RBR	Wau	AM	Mic	Zen 158	AC	Pfx	DR	DR	Wil	CH 0-Com	WCL Z33S	Own M	Bld 7N	Wis 1910W	Wis SD520	Ro 760	Wes	Own	Own	Bdd	Own	Own
4	Hug 85W	Wau 6BZ	Wau	Don	Wau	Zen 23AV12	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL 230S	Ful 5A43	Spi 1500	Shu 632	Cla R1300	Ro T70	Loc	T-S	.....	B-M	Roe	Own
5	87W	Wau 6MXR	Wau	Don	Wau	Zen 23AV12	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL Z32S	Ful 5A43	Spi 1600	Shu 647	Wis 1337H	Ro T70	Loc	T-S	.....	B-M	Roe	Own
6	92U	Wau 6SRKR	Wau	Don	Wau	Zen IN167	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL Z31S	Ful 5A62	Spi 1600	Shu 655	Wis 1910	Ro T74	.....	.....	.....	B-M	Roe	Own
7	(D) D92U	Cum HB400	NS	Don	Cum	.....	Cum	Pfx	LN	LN	Wil	.....	WCL Z31S	Ful [13]	Spi 1600	Shu 655	Wis 1910	Ro T74	.....	.....	.....	B-M	Roe	Own
8	98	Wau 6WAK	NS	Don	Wau	Zen	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL	Ful 8A86	Bld 7N	Shu 1673	Tim 79240	Ro T74	Wes	.....	.....	B-M	Roe	Own
9	99	Wau 6SRKR	NS	Don	Wau	Zen	AC	Pfx	DR	DR	Wil	CH 6-Com-62	WCL	Ful 8A86	Bld 7N	Shu 1673	Tim SD452W	Ro T74	Wes	.....	.....	B-M	Cha	Own
10	(D) 99	Cum HB600	NS	Don	Cum	.....	Cum	Pfx	LN	LN	Wil	.....	WCL	Ful 8A86	Bld 7N	Shu 1673	Tim SD452W	Ro T74	Wes	.....	.....	B-M	Cha	Own
11	International K-1	Own GRD214	NS	Uni	NS	Zen 28-BV-10	AC	Mod	DR	DR	AL	AC 87S	Own RK-10	Own HDS	Mec 2DR	Own F-50	Own R-1050	Ro T-12	Ben	Ben	Own	Own	Own	Own
12	K-1-M	Own GRD214A	Zen	Uni	NS	Zen 30-AW-10R	AC	Mod	DR	DR	AL	AC 87S	Own RK-10	Own SAHDSA	Mec 2DR	Own F-150	Own R-1050	Ro TA-14	Ben	Ben	Own	Own	Own	Own
13	K-2	Own GRD214	NS	Uni	NS	Zen 28-BV-10	AC	Mod	DR	DR	AL	AC 87S	Own RK-10	Own HDS	Mec 2DR	Own F-50	Own R-1050	Ro T-12	Ben	Ben	Own	Own	Own	Own
14	K-3	Own GRD214	NS	Uni	NS	Zen 28-BV-10	AC	Mod	DR	DR	AL	AC 87S	Own RK-10	Own HDSA	Mec 3DR	Own F-150	Own R-1150	Ro TA-12	Ben	Ben	Own	Own	Own	Own
15	K-3-M	Own GRD214A	Zen	Uni	NS	Zen 63-AW-10R	AC	Mod	DR	DR	AL	AC 87S	Own RK-10A	Own SHDSA	Mec 3DR	Own F-260	Own R-1150	Ro TA-14	Ben	Own	Own	Own	Own	Own
16	K-4	Own GRD214	NS	Uni	NS	Zen 28-BV-10	AC	Mod	DR	DR	AL	AC 87S	Own RK-10A	Own H41B	Mec 4DR	Own F-250	Own R-1350	Ro TA-12	Wag	Own	Own	Own	Own	Own
17	K-5	Own GRD233	NS	Uni	NS	Zen 28-BV-11	AC	Mod	DR	DR	AL	AC 87S	Own RK-10A	Own H41B	Mec 4DR	Own F-350	Own R-1360	Ro TA-14	Wag	Own	Own	Own	Own	Own
18	K-6	Own BLD250	NS	Don	NS	Zen 30-BW-11	AC	Mod	DR	DR	AL	AC 75	Own R-11	Own H41C	Mec 5DR	Own F-470	Own R-1460	Ro TA-21	Wag	Own	Own	Own	Own	Own
19	K-7	Own BLD269	NS	Don	NS	Zen 30-BW-11	AC	Mod	DR	DR	AL	AC 75	Own R-11	Own F-51	Mec 5DR	Own F-470	Own R-1560	Ro TA-21	Wag	Own	Own	Own	Own	Own
20	K-8	Own FBC318	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC 75	Own RK-12	Own F-51	Mec 6C	Own F-550	Own R-1570	Ro T-66	Wag	Own	Own	Own	Own	Own
21	K-10	Own FBC361	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC 75	Own RK-12	Ful 5A430	Mec 6C	Own F-650	Own R-1670	Ro T-70	Wag	Own	Own	Own	Own	Own
22	KR-11	Own FBC401	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC 75	Own R-14-12	Ful 5A430	Mec 6C	Own F-750	Own R-1700	Ro T-70	Wes	Own	Own	Own	Own	Own
23	A-8	Own FEB648	Zen	Mil	HW	Zen IN-166-D	AC	Mod	DR	DR	AL	AC 75	Own R-15	Own H-7	Mec 8C	Own F-930	Own R-1800	Ro T-74	Wes	T-S	Own	Own	Own	Own
24	K-5-COE	Own GRD233A	NS	Uni	NS	Zen 63-AW-11	AC	Mod	DR	DR	AL	AC 87S	Own RK-10A	Own H4A	Mec 4DR	Own F-470	Own R-1360	Ro TA-21	Wag	Own	Own	Own	Own	Own
25	K-7-COE	Own BLD269A	NS	Uni	NS	Zen 63-AW-11	AC	Mod	DR	DR	AL	AC 75	Own R-11	Own FF51	Mec 5DR	Own F-560	Own R-1560	Ro T-66	Wag	Own	Own	Own	Own	Own
26	K-8-COE	Own FBC318A	Zen	Uni	Mic	Zen 63-AW-11R	AC	Mod	DR	DR	AL	AC 75	Own RK-12	Own FF51	Mec 6C	Own F-660	Own R-1570	Ro 700	Wag	Own	Own	Own	Own	Own
27	KR-11-COE	Own FBC401A	Zen	Uni	Mic	Zen 63-AW-11R	AC	Mod	DR	DR	AL	AC	Own R-14-12	Ful 5F430	Mec 6C	Own F-920	Own R-1700	Ro 720	Wes	Own	Own	Own	Own	Own
28	K-8-F	Own BLD250	NS	Don	NS	Zen 30-BW-11	AC	Mod	DR	DR	AL	AC	Own R-11	Own H41C	Mec 5DR, 4DR	Own F-470	Own RF-1450	Ro T-66	Wag	Own	Own	Own	Own	Own
29	K-8-F	Own FBC318	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC	Own RK-12	Own F-51	Mec 6C, 5C	Own F-550	Own RF-1560	Ro T-66	Wag	Own	Own	Own	Own	Own
30	K-11-F	Own FBC401	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC	Own R-14-12	Ful 5A430	Mec 6C	Own F-760	Own RF-1670	Ro T-70	Wag	Own	Own	Own	Own	Own
31	KR-12-F	Own FBC450	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC	Own R-14-15	Ful 5A62	Mec 8C, 7C	Own F-850	Own RF-1750	Ro T-71	Wes	T-S	Own	Own	Own	Own
32	AR-626-F	Own FEB648	Han	Mil	HW	Zen IN-166-D	AC	Mod	DR	DR	AL	AC	Own R-15	Own H-7	Mec 8C	Own F-930	Own 1585	Ro 760	Wes	T-S	Own	Own	Own	Own
33	K-6-T	Own BLD250	NS	Don	NS	Zen 30-BW-11	AC	Mod	DR	DR	AL	AC	Own R-11	Own H-41C	Mec 5DR	Own F-470	Own RT-1460	Ro T-66	Wag	Own	Own	Own	Own	Own
34	K-8-T	Own FBC318	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC	Own RK-12	Own F-51	Mec 6C	Own F-550	Own RT-1570	Ro T-66	Wag	Own	Own	Own	Own	Own
35	KR-11-T	Own FBC401	Zen	Don	Mic	Zen 28-AV-11	AC	Mod	DR	DR	AL	AC	Own R-14-12	Ful 5A430	Mec 6C	Own F-760	Own RT-1680	Ro T-70	Wag	Own	Own	Own	Own	Own
36	Kenworth (D) 505	Cum HB4	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	WCL	Ful 5A620	Spi 1600	Tim 32502	Tim 58300	Ro 700	Loc	T-S	Tim	Bdd	Own	Own
37	(D) 506	Cum HB4	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	WCL	Ful 5A620	Spi 1600	Tim 32502	Tim 75743	Ro 700	Loc	T-S	Tim	Bdd	Own	Own
38	(D) 507	Cum HB4	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	WCL	Ful 5A620	Spi 1600	Tim 35100	Tim 76800	Ro 700	Loc	T-S	Tim	Bdd	Own	Own
39	(D) 511	Cum HB6	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	BL	BL 7641	Spi 1700	Tim 36000	Tim T-18000	Gem 500	Wes	T-S	Tim	Bdd	Own	Own
40	(D) 521	Cum HB6	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	BL	BL 7641	Spi 1700	Tim 36000	Tim 76800	Gem 500	Wes	T-S	Tim	Bdd	Own	Own
41	525	Bud LO525	Lei	Don	DeL	Zen IN-167	AC	Pfx	DR	DR	Exi	AC 45	WCL	Ful 5A620	Spi 1600	Tim 35100	Tim 75743	Ro 700	Loc	T-S	Tim	Bdd	Own	Own
42	526	Bud LO525	Lei	Don	DeL	Zen IN-167	AC	Pfx	DR	DR	Exi	AC 45	WCL	Ful 5A620	Spi 1600	Tim 35100	Tim 76800	Ro 700	Loc	T-S	Tim	Bdd	Own	Own
43	536	Wau BZR	Wau	Don	Mic	Zen 20AV12	AC	Yng	DR	DR	Exi	AC 45	WCL	Ful 5A330	Spi 1400	Tim 32502	Tim 54411	Ro 700	Loc	T-S	Tim	Bdd	Own	Own
44	537	Wau BZR	Wau	Don	Mic	Zen 20AV12	AC	Yng	DR	DR	Exi	AC	WCL	Ful 5A330	Spi 1400	Tim 32502	Tim 56411	Ro 700	Loc	.....	Tim	Bdd	Own	.....
45	538	Wau BZR	Wau	Don	Mic	Zen 20AV12	AC	Yng	DR	DR	Exi	AC	WCL	Ful 5A330	Spi 1400	Tim 32502	Tim 58300	Ro 700	Loc	.....	Tim	Bdd	Own	.....
46	529	Wau MZR	Wau	Don	Mic	Zen IN167	AC	Yng	DR	DR	Exi	AC 85	WCL	Ful 5A430	Spi 1400	Tim 32502	Tim 58300	Ro 700	Loc	.....	Tim	Bdd	Own	.....
47	530	Wau MZR	Wau	Don	Mic	Zen IN167	AC	Yng	DR	DR	Exi	AC 85	WCL	Ful 5A430	Spi 1500	Tim 32502	Tim 75143	Ro 700	Loc	.....	Tim	Bdd	Own	.....
48	531	Wau MZR	Wau	Don	Mic	Zen IN167	AC	Yng	DR	DR	Exi	AC 85	WCL	Ful 5A430	Spi 1500	Tim 35100	Tim 76800	Ro 700	Loc	.....	Tim	Bdd	Own	.....
49	539	Wau MZR	Wau	Don	Mic	Zen IN167	AC	Yng	DR	DR	Exi	AC 85	WCL	Ful 5A62	Spi 1500	Wis F207	Wis 72300	Gem 500	Loc	T-S	Wis	Bdd	.....	.....
50	540	Wau MZR	Wau	Don	Mic	Zen IN167	AC	Yng	DR	DR	Exi	AC 85	WCL	Ful 5A62	Spi 1600	Wis F323	Wis 1337	Gem 500	Wes	T-S	Wis	Bdd	.....	.....
51	541	Bud LO525	Lei	Don	DeL	Zen IN167	AC	Yng	DR	DR	Exi	AC 46	WCL	Ful 5A62	Spi 1600	Wis F323	Wis 1337	Gem 500	Wes	T-S	Wis	Bdd	.....	.....
52	542	Bud LO525	Lei	Don	DeL	Zen IN167	AC	Yng	DR	DR	Exi	AC 46	WCL	Ful 5A62	Spi 1600	Wis F427	Wis 1757	Gem 500	Wes	T-S	Wis	Bdd	.....	.....
53	(D) 510	Cum HB6	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	BL	BL 7641	Spi 1600	Tim 36000	Tim T-18000	Gem 500	Wes	T-S	Tim	Bdd	.....	.....
54	(D) 522	Cum HB6	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	BL	BL 7641	Spi 1700	Tim 36000	Tim 76800	Gem 500	Wes	T-S	Tim	Bdd	.....	.....
55	(D) 523	Cum HB6	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	BL	BL 7641	Spi 1700	Tim 36000	Tim SW3000	Gem 500	Wes	T-S	Tim	Bdd	.....	.....
56	(D) 524	Cum HB6	Cum	Don	Nug	.....	Cum	Pfx	DR	DR	Exi	.....	BL	BL 7641	Spi 1700	Tim 36000	Tim SW 452	Gem 500	Wes	T-S	Tim	Bdd	.....	.....
57	528	Bud LO 525	Lei	Don	DeL	Zen IN167	AC	Pfx	DR	DR	Exi	AC 45	WCL	Ful 5A620	Spi 1600	Tim 35100	Tim SW3000	Ro 700	Wes	T-S	Tim	Bdd	.....	.....
58	532	Wau MZR	Wau	Don	Mic	Zen IN167	AC	Yng	DR	DR	Exi	AC	WCL	Ful 5A430	Spi 1500	Tim 35100	Tim SW3000	Ro 700	Wes	T-S	Tim	Bdd	.....	.....

59	La France-Republic	EH5B	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502	Tim 56411	Gem 375	Loc	Ful	Tim	Day	Mar	Own
60		EH5D	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502	Tim 76411	Gem 375	Loc	Ful	Tim	Day	Mar	Own
61		EH6B	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502	Wis 58301	Gem 375	Loc	Ful	Tim	Day	Mar	Own
62		EH6D	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502	Wis 72300	Gem 375	Loc	Ful	Tim	Day	Mar	Own
63		FH5B	Wau MZR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 6N	Tim 35000	Tim 58301	Gem 375	Loc	Own	Tim	Day	Mar	Own
64		FH5D	Wau MZR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 6N	Tim 35000	Wis 72300	Gem 375	Loc	Own	Tim	Bdd	Mar	Own
65		HH7	Wau MZR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Spi 1600	Tim 35100	Wis 1337	Ro T71	Loc	Own	Tim	Bdd	Mar	Own
66		KH2	Wau SRLR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A620	Spi 1600	Tim 35100	Tim 75743	Ro T71	Loc	Own	Tim	Bdd	Mar	Own
67		MH5	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A620	Spi 1600	Tim 36000	Wis M57	Ro T71	Loc	Own	Tim	Bdd	Mar	Own
68	Marmon-Herrington	LD6-4	Frd V8-90	NS	Frd	Frd	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 91T	Frd	M-F	Own 80H	Frd 81	Frd 81C	Frd	Frd	Frd	Bdd	Frd	Frd
69		OT5-4	Frd V8-90	NS	Frd	Frd	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 91T	Frd	Frd 01Y	Own 80H	Frd 01Y	Frd 01Y	Frd	Frd	Frd	Bdd	Frd	Frd
70		MM5-4	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
71		MM6-4	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
72	(c.o.e.)	MM5-4	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
73	(c.o.e.)	MM6-4	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
74		DSD100-4	Her JXB	NS	AM	Mic	Zen 28AV12	AC	Yng	DR	DR	PL	CH 8-Com	B&B 12Q	War T9WG	Spi 1400	TW(12) MH101	Tim(12) MH1011	Ro 670	Loc	T-S	Tim	Bdd	SS	Own
75		DSD200-4	Her JXC	NS	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	B&B 12Q	Ful 5A33	Spi 1400	TW(12) MH101	Tim(12) MH1011	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
76		DSD300-4	Her JXD	NS	AM	Mic	Zen 28AV12	AC	Yng	DR	DR	PL	CH 8-Com	B&B 13Q	Ful 5A33	Spi 1400	TW(12) MH102	Tim(12) MH1022	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
77		DSD400-4	Her WXC3	Han	AM	Mic	Zen IN186Ex2	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z30S	Ful 5A430	Spi 1500	TW(12) MH103	Tim(12) MH1033	Ro 700	LV	T-S	Tim	Bdd	SS	Own
78		DSD500-4	Her WXLC3	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z32S	Ful 5A430	Spi 1500	TW(12) MH104	Tim(12) MH1044	Ro 700	LV	T-S	Tim	Bdd	SS	Own
79		DSD550-4	Her RXB	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1600	TW(12) MH104	Wis(12) MH1044	Ro 720	LV	T-S	Tim	Bdd	SS	Own
80		DSD550DR-4	Her RXB	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1600	Wis(12) MH106	Wis(12) MH1066	Ro 720	LV	T-S	Tim	Bdd	SS	Own
81		DSD600-4	Her RXB	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1600	Wis(12) MH105	Wis(12) MH1055	Ro 720	LV	T-S	Tim	Bdd	SS	Own
82		DSD700-4	Her RXB	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1600	Wis(12) MH107	Wis(12) MH1077	Ro 720	Wes	T-2	Tim	Bdd	SS	Own
83		DSD800-4	Her RXC	Han	AM	Mic	Zen IN167SJ	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1700	Wis(12) MH108	Wis(12) MH1088	Ro 720	Wes	T-S	Tim	Bdd	SS	Own
84		DSD900-4	Her HXD	Han	AM	Mic	Zen IN158	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH109	Wis(12) MH1088	Ro T-74	Wes	T-S	Tim	Bdd	SS	Own
85		DSD1000-4	Her HXE	Han	AM	Mic	Zen IN158	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH109	Wis(12) MH1099	Ro T-74	Wes	T-S	Tim	Bdd	SS	Own
86	(D)	DDSD200-4	Her DJXB	NS		Mic		Bos	Yng		DR	PL		B&B 12Q	Ful 5A33	Spi 1400	TW(12) MH101	Tim(12) MH1011	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
87	(D)	DDSD300-4	Her DJXC	NS		Mic		Bos	Yng		DR	PL		B&B 13Q	Ful 5A33	Spi 1400	TW(12) MH102	Tim(12) MH1022	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
88	(D)	DDSD550DR-4	Her DRXB	Han		Mic		Bos	Yng		DR	PL		Ful	Ful 5A620	Spi 1600	TW(12) MH106	Tim(12) MH1066	Ro 720	LV	T-S	Tim	Bdd	SS	Own
89	(D)	DDSD700-4	Her DRXB	Han		Mic		Bos	Yng		DR	PL		Ful	Ful 5A620	Spi 1600	Wis(12) MH107	Wis(12) MH1077	Ro 720	Wes	T-S	Tim	Bdd	SS	Own
90	(D)	DDSD800-4	Her DRXB	Han		Mic		Bos	Yng		DR	PL		Ful	Ful 5A620	Spi 1700	Wis(12) MH108	Wis(12) MH1088	Ro 720	Wes	T-S	Tim	Bdd	SS	Own
91	(D)	DDSD900-4	Her DHXB	Han		Mic		Bos	Yng		DR	PL		WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH108	Wis(12) MH1088	Ro T-74	Wes	T-S	Tim	Bdd	SS	Own
92	(D)	DDSD1000-4	Her DHXB	Han		Mic		Bos	Yng		DR	PL		WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH109	Wis(12) MH1099	Ro T-71	Wes	T-S	Tim	Bdd	SS	Own
93		DSD200-6	Her JXC	NS	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	B&B 12Q	Ful 5A33	Spi 1400	Wis(12) MH110	Wis(12) MH1100	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
94		DSD300-6	Her JXD	NS	AM	Mic	Zen 28AV12	AC	Yng	DR	DR	PL	CH 8-Com	B&B 13Q	Ful 5A33	Spi 1400	Wis(12) MH111	Wis(12) MH1111	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
95		DSD400-6	Her WXC3	Han	AM	Mic	Zen IN186Ex2	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z30S	Ful 5A430	Spi 1500	Wis(12) MH111	TW(12) MH1111	Ro 700	LV-	T-S	Tim	Bdd	SS	Own
96		DSD500-6	Her WXLC3	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z32S	Ful 5A430	Spi 1500	Wis(12) MH113	TW(12) MH1133	Ro 700	LV	T-S	Tim	Bdd	SS	Own
97		DSD600-6	Her RXB	Han	AM	Mic	Zen 20AV12	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1600	Wis(12) MH113	TW(12) MH1133	Ro 720	Wes	T-S	Tim	Bdd	SS	Own
98		DSD800-6	Her RXC	Han	AM	Mic	Zen IN167SJ	AC	Yng	DR	DR	PL	CH 8-Com	Ful	Ful 5A620	Spi 1700	Wis(12) MH114	TW(12) MH1144	Ro 720	Wes	T-S	Tim	Bdd	SS	Own
99		DSD900-6	Her HXD	Han	AM	Mic	Zen IN158	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH114	TW(12) MH1144	Ro T-74	Wes	T-S	Tim	Bdd	SS	Own
100		DSD1000-6	Her HXE	Han	AM	Mic	Zen IN158	AC	Yng	DR	DR	PL	CH 8-Com	WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH115	TW(12) MH1155	Ro T-74	Wes	T-S	Tim	Bdd	SS	Own
101	(D)	DDSD200-6	Her DJXB	NS		Mic		Bos	Yng		DR	PL		B&B 12Q	Ful 5A33	Spi 1400	Wis(12) MH110	Wis(12) MH1100	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
102	(D)	DDSD300-6	Her DJXC	NS		Mic		Bos	Yng		DR	PL		B&B 13Q	Ful 5A33	Spi 1400	Wis(12) MH111	Wis(12) MH1111	Ro T-71	LV	T-S	Tim	Bdd	SS	Own
103	(D)	DDSD600-6															Wis(12) MH113	Wis(12) MH1133							
104	(D)	DDSD800-6	Her DRXB	Han		Mic		Bos	Yng		DR	PL		Ful	Ful 5A620	Spi 1700	Wis(12) MH114	Wis(12) MH1144	Ro 720	Wes	T-S	Tim	Bdd	SS	Own
105	(D)	DDSD900-6	Her DHXB	Han		Mic		Bos	Yng		DR	PL		WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH114	Wis(12) MH1144	Ro T-74	Wes	T-S	Tim	Bdd	SS	Own
106	(D)	DDSD1000-6	Her DHXB	Han		Mic		Bos	Yng		DR	PL		WCL Z40S	Ful 4A86	Spi 1700	Wis(12) MH115	Wis(12) MH1155	Ro T-71	Wes	T-S	Tim	Bdd	SS	Own
107		MM5-6	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
108		MM6-6	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
109	(c.o.e.)	MM5-6	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
110	(c.o.e.)	MM6-6	Frd V8-100	NS	Frd	Fram	Frd 21A	Frd	Frd	Frd	Frd	Frd	CH H10	Frd 01T	Frd	Spi 1300	Own 80H	Frd 01T	Frd 01T	Frd	Frd	Frd	Bdd	Frd	Frd
111	Oshkosh	W-100	Her JXC	Han	AM	Mic	Zen 28BV12	AC	Yat	DR	DR	Gbe	AC 74	B&B 13Q	Ful 5B33	Spi 1410	Own 100	Own 100	Ro T-70	B-K	Own	Gun	Bdd	Tut	Own
112		W-200	Her JXD	Han	AM	Mic	Zen 28BV12	AC	Yat	DR	DR	Gbe	AC 74	B&B 13Q	Ful 5B33	Spi 1410	Own 200	Own 200	Ro T-70	B-K	Own	Gun	Bdd	Tut	Own
113		W-300	Her WXC3	Pce	Don	Mic	Zen IN167	AC	Yat	DR	DR	Gbe	AC 74	WCL Z31S	Ful 5A43	Spi 1500	Own 300	Own 300	Ro T-71	B-K	Own	Gun	Bdd	Tut	Own
114		W-304	Her WXLC3	Pce	Don	Mic	Zen IN167	AC	Yat	DR	DR	Gbe	AC 74	WCL Z31S	Ful 5A43	Spi 1500	Own 304	Own 304	Ro T-71	B-K	Own	Gun	Bdd	Tut	Own
115		W-400	Her YXC3	Pce	Don	Mic	Zen IN167	AC	Yat	DR	DR	Gbe	AC 74	WCL Z31S	Ful 5A620	Spi 1600	Own 400	Own 400	Ro T-71	B-K	Own	Gun	Bdd	Tut	Own
116		W-500	Her RXBO	Pce	Don	Mic	Zen IN167	AC	Yat	DR	DR	Gbe	AC 74	WCL Z31S	Ful 5A620	Spi 1600	Own 500	Own 500	Ro T-71	B-K	Own	Gun	Bdd	Tut	Own
117		W-600	Her RXBO	Pce	Don	Mic	Zen IN167	AC	Yat	AL	DR	Gbe	AC 74	WCL Z31S	Ful 5A620	Spi 1600	Own 600	Own 600	Ro T-71	B-K	Own	Gun	Bdd	Tut	Own
118		W-700	Her RXCO	Pce	Don	Mic	Zen IN167	AC	Yat	AL	DR	Gbe	AC 74	WCL Z31S	Ful 5A620	Spi 1600	Own 700	Own 700	Ro T-71	B-K	Own	Gun	Bdd	Tut	Own
119		W-800	Her RXLD	Pce	Don	Mic	Zen IN167	AC	Yat	AL	DR	Gbe	AC 74	WCL Z31S	Ful 5A620	Spi 1600	Own FD	Own FD	Ro T-71	Wag	Own	Gun	Bdd	Tut	Own
120	(D)	W-900	Cum 6HB		Don	Cuno			Yat		DR	Wil		WCL Z40S	Ful 4A86	Spi 1600	Own 900	Own 900	Ro T-74	Wes	Own	Gun	Bdd	Tut	Own
121		BG3	Her HXB	Pce	AM	Mic	Zen 158	AC	Pfx	AL	L-D	Gbe	AC 74	WCL Z40S	Ful 4A86	Spi 1700	Own BG3	Own BG3	Ro T-74	Wes	Own	Gun	Bdd	Tut	Own
122		GD	Her HXE	Pce	AM	Mic	Zen 158	AC	Pfx	AL	L-D	Gbe	AC 74	WCL Z40S	Ful 4A86	Spi 1700	Own GD	Own GD	Ro T-74	Wes	Own	Gun	Bdd	Tut	Own
123	Reo	19	Own GC228	Han	Uni	Fram	Zen	AC	Fed	DR	DR	Wil	CH J10-Com	B&B 10A7	Cla 185F	CS R-96½	Tim 30000	Tim 53308	Ro 615	Loc		MW	MW	SS	YS
124		20	Own GC245	Han	Uni	Fram	Zen	AC	Fed	DR	DR	Wil	CH J10-Com	B&B 11A6	Cla 185F	CS O-96	Tim 30000	Tim 54412	Ro 615	Loc		MW	MW	SS	YS
125		21	Own GC288	Han	Uni	Fram	Zen	AC	Mod	DR	DR	Wil	CH J10-Com	Lng 12CB	Cla 231F	CS D-96	Tim 31107	Tim 55411	Gem 375	LBK		MW	MW	SS	YS
126		22	Own GC310	Han	Uni	Fram	Zen	AC	Mod	DR	DR	Wil	CH J10-Com	Lng 12CB	Cla 231F	CS U-96	Tim 31107	Tim 56411	Gem 375	LBK		MW	MW	SS	YS
127		23	Own GC310	Han	Uni	Fram	Zen	AC	Mod	DR	DR	Wil	CH J10-Com	Lng 12CB	Cla 205V	CS U-96	Tim 32502	Tim 58300	Gem 375	LBK		MW	MW	SS	YS
128		23H	Wau 6MKR	Han	Uni	Fram	Zen	AC	Mod	DR	DR	Wil	CH J10-Com	WCL Z30S	Cla 205V	CS U-96	Tim 32502	Tim 58300	Gem 375	LBK		MW	MW	SS	YS
129		25	Wau 6MZR	Han	Uni	Fram	Zen	AC	Mod	DR	DR	Wil	CH J10-Com	WCL Z30S	Cla 270V	CS U-96	Tim 35000	Tim 1337	Gem 375	LBK		Tim	MW	SS	YS
130		27	Wau 6SRKR	Han	Uni	Fram	Zen	AC	Mod	DR	DR	Wil	CH J10-Com	WCL Z31S	Cla 326V	CS C-96	Tim 36000	Tim 1757	Ro T-70	Wes	T-S	Tim	MW	SS	YS

Line Number	TRUCK MAKE AND MODEL NUMBER	POWER PLANT: ENGINE Make and Model	Governor Make—(If Standard)	Air Cleaner Make (If Standard)	Oil Filter Make (If Standard)	CARBURETOR Make and Model Number	Fuel Feed System Make	Radiator Make	ELECTRICAL EQUIPMENT: Ignition System Make	Generator—Starter Make	Battery—Make	SPARK PLUG Make and Model	TRANSMISSION LINE: CLUTCH Make and Model Number	TRANS-MISSION Make and Model Number	UNIVERSALS Make and Model Number	RUNNING GEAR: FRONT AXLE Make and Model Number	REAR AXLE Make and Model Number	STEERING GEAR Make and Model Number	Service Brakes Make of Actuation	Hand Brakes Make of Actuation	Brake Drum Make	Wheels—Make	Springs—Make	Frame—Make
1	Sterling MB75	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502H	Tim 56411H	Gem 375	Loc	Ful	Tim	Day	Mar	Own
2	MB85	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502H	Tim 56301H	Gem 375	Loc	Ful	Tim	Day	Mar	Own
3	MC87	Wau BZ	NS	Don	HW	Zen 23AV12	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A33	Bld 5N	Tim 32502H	Own 96H	Gem 375	Loc	Ful	Tim	Bdd	Mar	Own
4	MB90	Wau MKR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 5N	Tim 33000H	Tim 56301H	Gem 375	Loc	Ful	Tim	Day	Mar	Own
5	MC96	Wau MKR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 5N	Tim 33000H	Own 96H	Gem 375	Loc	Ful	Tim	Bdd	Mar	Own
6	MD96	Wau MKR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 5N	Tim 33000H	Tim 75743	Gem 375	Loc	Ful	Tim	Bdd	Mar	Own
7	JB90	Wau MZR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 6N	Tim 35000	Tim 56300	Ro 700	Loc	Own	Tim	Bdd	Mar	Own
8	HD105	Wau MZR	Han	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Spi 1600	Tim 35100	Tim 75743	Ro T71	Loc	Own	Tim	Bdd	Mar	Own
9	HD110	Wau SRLR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	BL	BL 5341	Spi 1600	Tim 35100	Tim 75743	Ro 720	Loc	Own	Tim	Bdd	Mar	Own
10	HD115	Wau SRLR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	BL	BL 5341	Spi 1600	Tim 35100	Tim 76793	Ro 720	Loc	Own	Tim	Bdd	Mar	Own
11	JD135	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1600	Tim 26452	Tim 76793	Ro 720	Wes	Own	Tim	Bdd	Mar	Own
12	JD137	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1600	Tim 26452	Wis 1757	Ro 720	Wes	Own	Tim	Bdd	Mar	Own
13	HD145	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1700	Tim 36000	Wis 1910	Ro T71	Wes	Own	Tim	Bdd	Mar	Own
14	HD165	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1700	Tim 27452	Tim 79733	Ro 720	Wes	Own	Tim	Bdd	Mar	Own
15	HD175	Wau 145GS	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B5	WCL	Ful 4B86	Spi 1700	Tim 27451	Tim 79746	Gem 550	Wes	Own	Tim	Day	Mar	Own
16	HC105	Wau MZR	NS	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A43	Bld 6N	Tim 35100	Own 137	Ro T71	Loc	Own	Own	Bdd	Mar	Own
17	HC115	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Bld 6N	Tim 36000	Own 137	Ro T71	Wes	Own	Own	Bdd	Mar	Own
18	JC115	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1600	Tim 35000	Own 137	Ro 720	Wes	Own	Own	Bdd	Mar	Own
19	JC137	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1600	Tim 26452	Own 137	Ro 720	Wes	Own	Own	Bdd	Mar	Own
20	HC144	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Bld 6N	Tim 36000	Own 144	Ro T71	Wes	Own	Own	Bdd	Mar	Own
21	JC145	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Spi 1600	Tim 26452	Own 145	Ro 720	Wes	Own	Own	Bdd	Mar	Own
22	HC145	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Bld 6N	Tim 36000	Own 145	Ro T71	Wes	Own	Own	Bdd	Mar	Own
23	HC147	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Bld 6N	Tim 36000	Own 147	Ro T71	Wes	Own	Own	Bdd	Mar	Own
24	HC156	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Bld 6N	Tim 27451	Own 156	Ro T71	Wes	Own	Own	Day	Mar	Own
25	HC165	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL T7	WCL	Ful 5A62	Bld 6N	Tim 27451	Own 165	Ro T71	Wes	Own	Own	Day	Mar	Own
26	HC175	Wau 145GS	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 175	Gem 550	Wes	Own	Own	Day	Mar	Own
27	HC185	Wau 145GK	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 185	Gem 550	Wes	Own	Own	Day	Mar	Own
28	HC200	Wau 145GK	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 200	Gem 550	Wes	Own	Own	Day	Mar	Own
29	HC250	Wau 145GK	Wau	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 250	Gem 550	Wes	Own	Own	Day	Mar	Own
30	HBT128	Wau MZR	Han	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 6N	Tim 35000	Tim SBT252	Ro 700	Loc	Own	Tim	Bdd	Mar	Own
31	HWS128	Wau MZR	Han	Don	HW	Zen IN167SJ	AC	Mod	AL	AL	Nat	AL B9	WCL	Ful 5A430	Bld 6N	Tim 35000	Tim SW251	Ro 700	Loc	Own	Tim	Bdd	Mar	Own
32	JWS160	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	DR	DR	Nat	AL T7	WCL	Ful 5A62	Spi 1600	Tim 26452	Tim SW352	Ro 720	Wes	Own	Tim	Bdd	Mar	Own
33	HWS235S	Wau SRKR	Wau	Don	HW	Zen IN167SJ	AC	Mod	DR	DR	Nat	AL T7	WCL	Ful 5A62	Spi 1700	Tim 27452	Tim SW452	Gem 550	Wes	Own	Tim	Bdd	Mar	Own
34	HCS235	Wau 145GS	Wau	Don	HW	Zen IN167SJ	AC	Mod	DR	DR	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 255	Gem 550	Wes	Own	Tim	Bdd	Mar	Own
35	HCS265	Wau 145GK	Wau	Don	HW	Zen IN167SJ	AC	Mod	DR	DR	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 265	Gem 550	Wes	Own	Tim	Bdd	Mar	Own
36	HCS297	Wau 145GK	Wau	Don	HW	Zen IN167SJ	AC	Mod	DR	DR	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 330	Gem 550	Wes	Own	Tim	Bdd	Mar	Own
37	HCS330	Wau 145GK	Wau	Don	HW	Zen IN167SJ	AC	Mod	DR	DR	Nat	AL B5	WCL	Ful 4B86	Bld 7N	Tim 27451	Own 330	Gem 550	Wes	Own	Tim	Bdd	Mar	Own
38	Stewart 49A	Wau 6BZ	Mon	AM	Mic	Zen 23AV12	AC	Fed	DR	DR	USL	CH 7-Com	WCL	Ful 5B330	Spi 1500	Cla 450	Tim 56412	Ro T26	LBK	Ful	Erie	Erie	SP	Par
39	58A	Wau 6MZR	Wau	AM	Mic	Zen IN167	AC	Fed	DR	DR	USL	CH 7-Com	WCL	Ful 5B430	Spi 1600	Tim 35100	Eat 1801	Ro T70	LBK	T-S	Erie	Erie	SP	Par
40	59A	Wau 6MZR	Wau	AM	Mic	Zen IN167	AC	Mod	DR	DR	USL	CH 7-Com	WCL	Ful 5B430	Spi 1600	Tim 35100	Eat 2680	Ro T70	LBK	T-S	Erie	Erie	SP	Par
41	38A	Wau 6SRKR	Wau	AM	Mic	Zen IN167	AC	Mod	DR	DR	USL	CH 7-Com	Spi	Spi 5351	Spi 1700	Eat 570	Tim 75743	Ro T70	LBK	T-S	Erie	Erie	SP	Par
42	Studebaker M5	Own 3G	NS	AC	Fram	Car WA1-496S	AC	McC	AL	AL	Wil	CH J9	B&B 9A6	/ar T90	Spi	Spi 41	Spi 2040	Ro T12	Wag	Wag	Bdd	Bdd	Own	Mid
43	M15	Own 3G	Hof	AC	Fram	Car WA1-496S	AC	McC	AL	AL	Wil	CH J9	B&B 9A6	War T9	Cle R96	Tim 29501	Tim 53625	Ro T14	Wag	War	Day	D-B	Own	Mid
44	M16	Own 11A	Hof	AC	Fram	Car BBR1-514S	AC	McC	AL	AL	Wil	CH J9	Ini G	War T9	Cle R96	Tim 30004	Tim 53625	Ro T14	Wag	War	Day	D-B	Own	Mid
45	Truckstell TRC-18-5	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	C-W	Spi 1410	Che	Cla R1300	Che	.....	Che	.....	Cla	Eat	Own
46	TRF-18-5E	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	C-W	Spi 1410	Frd	Cla R1300	Frd	.....	Frd	.....	Cla	Eat	Own
47	TRF-18-5S	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	C-W	Spi 1410	Frd	Cla R1300	Frd	.....	Frd	.....	Cla	Eat	Own
48	TRC-18-5CO	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	C-W	Spi 1410	Che	Cla R1300	Che	.....	Che	.....	Cla	Eat	Own
49	TRF-18-5ECO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	C-W	Spi 1410	Frd	Cla R1300	Frd	.....	Frd	.....	Cla	Eat	Own
50	TRF-18-5SCO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	C-W	Spi 1410	Frd	Cla R1300	Frd	.....	Frd	.....	Cla	Eat	Own
51	TRC-35BM	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	Cla	Che	Che	Che	Che	Che	Che	.....	Cla	C-E	Che
52	TRC-35BMO	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	Cla	Che	Che	Che	Che	Che	Che	.....	Cla	C-E	Che
53	TRC-40BM	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	Cla	Che	Che	Eat 1475	Che	Che	Che	.....	Cla	C-E	Che
54	TRC-40BMO	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	Cla	Che	Che	Eat 1475	Che	Che	Che	.....	Cla	C-E	Che
55	TRC-2X400	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	.....	.....	Che	E-T (14)	Che	Ben	.....	.....	Che	Che	Own
56	TRC-2X400CO	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	.....	.....	Che	E-T	Che	Ben	.....	.....	Che	Che	Own
57	TRC-4XD26C	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	.....	.....	Che	C-T	Che	Che	.....	.....	Che	Thn	Own
58	TRC-4XD27CO	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	.....	.....	Che	C-T	Che	Che	.....	.....	Che	Thn	Own
59	TRC-4XD30E	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	.....	.....	Che	C-T	Che	Che	.....	.....	Che	Thn	Own
60	TRF-2X250	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	.....	.....	Frd	E-T (15)	Frd	Frd	.....	.....	Frd	Frd	Own
61	TRF-2X400	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	.....	.....	Frd	E-T (16)	Frd	Frd	.....	.....	Frd	Frd	Own

62		TRF-2X250CO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd			Frd	E-T (15)	Frd	Frd			Frd	Frd	Own
63		TRF-2X400CO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd			Frd	E-T (16)	Frd	Frd			Frd	Frd	Own
64		TRF-4XD28F	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd			Frd	F-T	Frd	Frd			Frd	Thn	Own
65		TRF-4XD29EO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd			Frd	E-T (15)	Frd	Frd			Frd	Thn	Own
66		TRF-4XD27F	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd			Frd	F-T	Frd	Frd			Frd	Thn	Own
67		TRF-4XD30EO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd			Frd	E-T (15)	Frd	Frd			Frd	Thn	Own
68		TRC-4XD31EO	Che	NS	AC	Har	Car	AC	Har	DR	DR	DR	AC 104	Che	Che		Che	E-T (14)	Che	Che			Che	Thn	Own
69		TRF-4XD30E	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	Frd		Frd	E-T (16)	Frd	Frd			Frd	Thn	Own
70		TRF-4XD31EO	Frd	NS	Frd	NS	Frd	Frd	Frd	Frd	Frd	Frd	CH H10	Frd	Frd		Frd	E-T (16)	Frd	Frd			Frd	Thn	Own
71	Walter	FN	Wau 6MKR	Wau	AM	DF	Zen 456	AC	Yng	DR	DR	Wil	AC 76	WCL Z30S	Own FN5	Own FNE	Own FQM	Own FQNB	Ro T70	Wes	Own	Own	Bdd	Det	Own
72		FM	Wau 6SRLR	Wau	AM	DF	Zen 456	AC	Yng	DR	DR	Wil	AC 76	WCL Z31S	Own FJD	Own FNE	Own FJ	Own FQNB	Ro T70	Wes	Own	Own	Bdd	Det	Own
73		FKM	Wau 6SRKR	Wau	AM	DF	Zen 457	AC	Yng	DR	DR	Wil	AC 76	WCL Z31S	Own FJD	Own FNE	Own FJ	Own FQNB	Ro T70	Wes	Own	Own	Bdd	Det	Own
74		FCK	Wau 6SRKR	Wau	AM	DF	Zen 457	AC	G&O	DR	DR	Wil	AC 75	WCL Z31S	Own FC	Own FD	Own FC	Own FCB	Ro T71	Wes	Own	Own	Bdd	Det	Own
75		FC	Wau 6SRKR	Wau	AM	DF	Zen 457	AC	G&O	DR	DR	Wil	AC 75	WCL Z31S	Own FC	Own FD	Own FC	Own FCB	Ro T71	Wes	Own	Own	Bdd	Det	Own
76		FB	Wau 6RBR	Wau	AM	DF	Zen 458	AC	G&O	Scn	DR	Wil	AC 75	WCL Z42S	Own FH	Own FD	Own FC	Own FCB	Ro T71	Wes	Own	Own	Bdd	Det	Own
77		FBR	Wau 6RBR	Wau	AM	DF	Zen 458	AC	G&O	Scn	DR	Wil	AC 75	WCL Z42S	Own FH	Own FD	Own FCR	Own FCR	Ro T71	Wes	Own	Own	Bdd	Det	Own
78		FX	Her HXE	Pce	AM	HW	Zen 458	AC	G&O	D-S	LN	USL	AC 86	WCL Z40SX	Own FH	Own FBE	Own FXR	Own FCB	Ro T71	Wes	Own	Own	Bdd	Det	Own
79		FXR	Her HXE	Pce	AM	HW	Zen 458	AC	G&O	D-S	LN	USL	AC 86	WCL Z40SX	Own FH	Own FBE	Own FXR	Own FCB	Ro T71	Wes	Own	Own	Bdd	Det	Own
80	Ward La France	125	Wau MZR	Mon	Uni	Mic	Str DX4	AC	Pfx	DR	DR	USL	CH 00-Com	B&B 13Q	Ful 5A430	Spi 1500 & 1600	Tim 33000H	Tim 58300H	Ro 700	Wag	AC	Tim	Bdd	Tut	Own
81		131	Wau MZR	Mon	Uni	Mic	Str DX4	AC	Pfx	DR	DR	USL	CH 00-Com	Spi	Ful 5A430	Spi 1500	Tim 35000H	Wis 1337H	Ro 700	Wag	AC	Tim	Bdd	Tut	Own
82		136	Wau SRLR	Mon	Uni	Mic	Str BXUV3	AC	Pfx	DR	DR	USL	AC 75	B&B	Ful 5A620	Spi 1600	Tim 35000H	Wis 1337H	Ro 700	Wag	AC	Tim	Bdd	Tut	Own
83		156	Wau SRLR	Mon	Uni	Mic	Str BXUV3	AC	Pfx	DR	DR	USL	AC 75	Spi	Ful 5A430	Spi 1600	Tim 26452TW	Wis 1757W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
84		156S	Wau SRKR	Mon	Uni	Mic	Str DX4	AC	Pfx	DR	DR	USL	AC 74	Spi	Ful 5A620	Spi 1600	Tim 26452TW	Wis 1910W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
85		201	Wau GAK	Mon	Uni	Mic	Str SF5	AC	Pfx	DR	DR	USL	CH 6	Spi C234B	Ful 4A86	Spi 1700	Tim 26452TW	Wis 1910W	Ro 760	Wes	AC	Tim	Bdd	Tut	Own
86		55RH	Wau SRKR	Mon	Uni	Mic	Str DX4	AC	Pfx	DR	DR	USL	AC 75	B&B	Ful 5A620	Spi 1600	Tim 26452H	Tim 76793H	Ro 720	Wag	AC	Tim	Bdd	Tut	Own
87		(D) 127D	Cum AA6	Mon	Uni	Mic		AC	Pfx	DR	DR	USL	OPT	WCL	Ful 5A430	Spi 1700	Tim 33000H	Tim 58300H	Ro 700	Wag	AC	Tim	Bdd	Tut	Own
88		(D) 138D	Her DRXB	Mon	Uni	Mic		AC	Pfx	DR	DR	USL	OPT	WCL	Ful 5A620	Spi 1600	Tim 35000TW	Wis 1337TW	Ro 700	Wes	AC	Tim	Bdd	Tut	Own
89		(D) 156D	Her DRXB	Mon	Uni	Mic		AC	Pfx	DR	DR	USL	OPT	WCL	Ful 5A620	Spi 1600	Tim 26452TW	Wis 1757KW	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
90		(D) 176D	Cum HB600	Mon	Uni	Mic		AC	Yng	DR	DR	USL	OPT	WCL	Ful 4A86	Spi 1700	Tim 26452TW	Wis 1757W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
91		(D) 201D	Cum HB600	Mon	Uni	Mic		AC	Yng	DR	DR	USL	OPT	Spi 2291	Ful 4A86	Spi 1700	Tim 26452TW	Wis 1910W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
92		(c.o.e.) H	Wau MZR	Mon	Uni	Mic	Str DX4	AC	Yng	DR	DR	USL	CH 00-Com	B&B	Ful 5A430	Spi 1500	Shu 672B1	Tim 58300H	Ro 720	Wag	AC	Tim	Bdd	Tut	Own
93		(c.o.e.) K	Wau SRLR	Mon	Uni	Mic	Str BXUV3	AC	Yng	DR	DR	USL	AC 75	Spi	Ful 5A620	Spi 1600	Shu 672B1	Wis 1337H	Ro 720	Wag	AC	Tim	Bdd	Tut	Own
94		(c.o.e.) L	Wau SRKR	Mon	Uni	Mic	Str DX4	AC	Yng	DR	DR	USL	AC 74	Spi	Ful 5A620	Spi 1600	Shu 673B12	Wis 1757W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
95		(c.o.e.) J	Wau MZR	Mon	Uni	Mic	Str DX4	AC	Yng	DR	DR	USL	CH 00-Com	B&B	Ful 5A430	Spi 1500	Shu 672B1	Wis 1337H	Ro 720	Wag	AC	Tim	Bdd	Tut	Own
96		(D) (c.o.e.) LD	Cum HB600	Mon	Uni	Mic		AC	Yng	DR	DR	USL	OPT	WCL	Ful 4A86	Spi 1700	Shu 673B12	Wis 1757W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
97		(D) (c.o.e.) MD	Cum HB600	Mon	Uni	Mic		AC	Yng	DR	DR	USL	OPT	WCL	Ful 4A86	Spi 1700	Shu 673B12	Wis 1910W	Ro 720	Wes	AC	Tim	Bdd	Tut	Own
98		204	Wau SRKR	Mon	Uni	Mic	Zen IN167	AC	Pfx	DR	DR	USL	AC 74	B&B 14Q	Ful 5A620	Spi 1600	Wis F427W	Wis 1757W	Ro 780	Wes	AC	Tim	Bdd	Tut	Own
99		108	Wau BK	Mon	Uni	Mic	OPT	AC	Pfx	DR	DR	USL	CH 00	Spi	Ful 5B33	Spi 1500	Wis F544B	Tim 54411	OPT	OPT	AC	Tim	Bdd	Tut	Own
100		128	Wau MZR	Mon	Uni	Mic	Str DX4	AC	Pfx	DR	DR	USL	CH 00	Spi	Ful 5A43	Spi 1500	Wis F213	Wis 72000	OPT	OPT	AC	Tim	Bdd	Tut	Own
101		158	Wau SRKR	Mon	Uni	Mic	Str DX4	AC	Pfx	DR	DR	USL	AC 74	Spi	Ful 5A62	Spi 1600	Wis F417	Wis 1337	OPT	OPT	AC	Tim	Bdd	Tut	Own
102	Warford	DC-2	Frd 90HP	NS	Frd	Fram	Frd	AC	Frd	Frd	Frd	Frd	CH H9	Frd	F-O	FSB	Frd	F-Tm	Frd	Frd	Frd	Frd	KH	F-O	F-O
103		WC-2	Che	NS	AC	NS	Car	AC	Har	DR	DR	DR	AC 44, 104	Che	C-O	CSB	Che	Che	Che	Che	Che	Che	KH	C-O	C-O
104		DC-1	Frd 100HP	NS	Frd	Fram	Frd	AC	Frd	Frd	Frd	Frd	CH H9	Frd	F-O	FSB	Frd	F-Tm	Frd	Frd	Frd	Frd	KH	F-O	F-O
105		WC-1	Che	NS	AC	NS	Car	AC	Har	DR	DR	DR	AC 44, 104	Che	C-O	CSB	Che	Che	Che	Che	Che	Che	KH	C-O	C-O
106	Willys	SC442	Own 442	NS	AC	NS	Car WO507S	AC	Jms	AL	AL	A-U	CH J9	AB	War T84G	UP 4100-11	Own 442	Own 442	Ro T12	Ben	Own	KH	KH	Mat	Own
107		SCOE 442P	Own 442P	Han	AC	NS	Car WO507S	AC	Jms	AL	AL	A-U	CH J9	AB	War T84G	UP 4100-11	Own 442P	Spi 21-2	Ro T12	Ben	Own	KH	KH	Mat	Own
108		SC441	Own 441	NS	AC	NS	Car WO507S	AC	Jms	AL	AL	A-U	CH J9	RB	War T84G	UP 4100-11	Own 441	Own 441	Ro T12	Ben	Own	KH	KH	Mat	Own
109		SCOE441P	Own 441P	Han	AC	NS	Car WO507S	AC	Jms	AL	AL	A-U	CH J9	RB	War T84G	UP 4100-11	Own 441P	Spi 21-1	Ro T12	Ben	Own	KH	KH	Mat	Own
110		SC440	Own 440	NS	AC	NS	Car WO450S	AC	Jms	AL	AL	A-U	CH J9	RB	War T84D	UP 4100-6	Own 440	Own 440	Gem 120	Bm	Own	KH	KH	Mat	Own
111		SCOE440P	Own 440P	Han	AC	NS	Car WO450S	AC	Jms	AL	AL	A-U	CH J9	RB	War T84D	UP 4100-6	Own 440P	Spi 21-1	Gem 120	Bm	Own	KH	KH	Mat	Own
112	Brockway	78	Con 24B	NS	Uni	NS	Zen 755½	AC	GO	AL	AL	Exi	CH 6 Com-62	B&B 10A6	War T9	Spi 1350	Tim 30000H	Tim 53521H	Ro T14	Wag	War	Tim	Bdd	Eat	Par
113		83	Con 25B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	B&B 11A6	War T9	Spi 1350	Tim 30000H	Tim 53521H	Ro T14	Wag	War	Tim	Bdd	Eat	Par
114		88	Con 25B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	B&B 11A6	War T9	Spi 1350	Tim 30000H	Tim 53307H	Ro T14	Wag	War	Tim	Bdd	Eat	Par
115		92	Con 25B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	B&B 11A6	War T9	Spi 1410	Tim 31000H	Tim 54411H	Ro T21	Wag	T-S	Tim	Bdd	Eat	Par
116		94	Con 25B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	B&B 11A6	War T9	Spi 1410	Tim 31000H	Tim 56411H	Ro T21	Wag	T-S	Tim	Bdd	Eat	Par
117		112	Con 38B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	BL 13 in.	B-L, B-341	Spi 1410	Tim 31000H	Tim 54411H	Ro T21	Wag	T-S	Tim	Bdd	Eat	Par
118		128	Con 38B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	BL 13 in.	B-L, B-341	Spi 1410	Tim 31000H	Tim 56411H	Ro T21	Wag	T-S	Tim	Bdd	Eat	Par
119		146	Con 40B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z35L	Ful 5A330	Spi 1500	Tim 32505H	Tim 56411H	Ro T26	Wag	T-S	Tim	Bdd	Eat	Par
120		147	Con 40B	NS	Uni	NS	Zen 456-2	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z35L	Ful 5A33	Spi 1500	Tim 32505H	Eat A17-17000	Ro T26	Wag	T-S	T-E	Bdd	Eat	Par
121		152	Con 41B	KS	Uni	WGB	Zen 457-2	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z35L	Ful 5A43	Spi 1500	Tim 32505H	Tim 56411H	Ro T26	Wag	T-S	Tim	Bdd	Eat	Par
122		153	Con 41B	KS	Uni	WGB	Zen 457-2	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z35L	Ful 5A43	Spi 1500	Tim 32505H	Tim 58300H	Ro T26	Wag	T-S	Tim	Bdd	Eat	Par
123		154	Con 41B	KS	Uni	WGB	Zen 457-2	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z35L	Ful 5A43	Spi 1500	Tim 32505H	Eat A17-17000	Ro T26	Wag	T-S	T-E	Bdd	Eat	Par
124		156	Con 42B	KS	Uni	WGB	Zen 457-S	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z32S	Ful 5A43	Spi 1500	Tim 32505H	Eat A9-20000	Ro T26	Wag	T-S	T-E	Bdd	Eat	Par
125		162	Con 41B	KS	Uni	WGB	Zen 457-2	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z35-L	Ful 5A43	Spi 1500	Shu 15785B	Tim 58300H	Ro 300	Wag	T-S	S-T	Bdd	Eat	Par
126		166	Con 42B	KS	Uni	WGB	Zen 457-S	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z32S	Ful 5A43	Spi 1500	Shu 15785B	Wis 1337H	Ro 300	Wag	T-S	Sh-W	Bdd	Eat	Par
127		170X	Con 33B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 5A62	Spi 1500	Shu 15785B	Wis 72300H	Ro 300	Wag	T-S	Sh-W	Bdd	Eat	Par
128		175X	Con 34B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 5A62	Spi 1600	Shu 15785B	Wis 1337H	Ro 320	Wag	T-S	Sh-W	Bdd	Eat	Par
129		195X	Con 33B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 5A62	Spi 1500	Shu 15785B	Wis 1337H	Ro 300	Wag	T-S	Sh-W	Bdd	Eat	Par
130		220X	Con 34B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 5A62	Spi 1600	Shu 15795B	Wis 1757H	Ro 320	Wag	T-S	Sh-W	Bdd	Eat	Par
131		240X	Con 35B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 5A62	Spi 1600	Shu 15785B	Wis 1337H	Ro 320	Wag	T-S	Sh-W	Bdd	Eat	Par
132		260X	Con 35B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 4A86	Spi 1600	Shu 15795B	Wis 1757H	Ro 720	Wag	T-S	Sh-W	Bdd	Eat	Par
133		260S	Con 35B	KS	Vor	HW	Str SF-4	AC	GO	AL	AL	Exi	CH 6 Com-62	WCL Z31S	Ful 4A86	Spi 1600	Shu 15795B	Wis 1757W	Ro 720	Wes	T-S	Sh-W	Bdd	Eat	Par

THIRD AXLE SPECIFICATIONS

Many fleet operators are doubling truck payloads by converting small and medium vehicles into trucks of larger capacity with third axles. Operators considering such changes will find much valuable data in this table.

Data covers trailing and driving axles. In both cases the fleet operator will find the extra capacities obtainable; axle weights, types and sizes; loads distribution range; ample spacing; prices, etc.

NOTES ON HEADINGS

General—(a) The capacity of the third axle (Column 2) is not to be confused with the total capacity made possible on the converted vehicle.

Column 3. The price of the unit includes the standard brakes specified in brake column and frame extensions that extend forward under the cab. Tires and brake (air or vacuum) power are not included in price nor is the cost of installation.

Column 4. Weight of third axle unit includes all appurtenances and maximum tires.

Column 15 gives brake lining area of attachment unit only.

ABBREVIATIONS

‡‡—On application

**—Truxmore—Heavy cast beams (cushioned by patented spring arrangement) used in place of leaf springs

(v)—3¼x3½ (w)—3½x4½

(x)—Patented 4-wheel chain drive available for all Trucktor units

(z)—Depends upon installation

†—OPTIONAL BRAKES

Little Giant—Own or Bendix

Utility—Bendix and Lockheed

COLUMN 9

Chev—Chevrolet Own—Own

Eaton Shu—Shuler

Ford—Ford Tim—Timken

COLUMN 10

D—Driving Sr—Solid round

Re—Rectangular Sq—Square

T—Tubular

COLUMN 12

B—Bendix

C—Chevrolet

F—Ford

H—Hydraulic

L—Lockheed

M—Mechanical

O—Own

V—Vacuum power

COLUMN 13

CA—Cast Alloy Iron

THIRD AXLE MAKE AND MODEL and Truck Mode Adapted To	Capacity (Lb.) See Explanatory Notes	Price (f. o. b. factory)	Weight (Lb.) with Max. Tires, Frame Extension, Etc.	Maximum Tire Size	LOAD DISTRIBUTION RANGE (First Figure or combination applies to center axle; second figure to third axle		Axle Spacing (with maximum tires)	AXLE DATA: Make	AXLE DATA: Type	AXLE DATA: Size	BRAKES (Standard): Make and Type	BRAKES (Standard): Drum Material	BRAKES (Standard): Brake Diameter and Width	BRAKES (Standard): Lining Area	Number of Points of Frame Support	Spring Size or Number Leaves Added	Spindle Diameter (at inner bearing)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Trailing Axles																	
FABCO																	
215 (Ford)	11000	540	2000	8.25/20	52-48	.....	44	Tim	T	4½	LH	CA	15x3½	192	2	48x2½	2¹¹/₁₆
215 (Chevrolet)	11000	540	2000	8.25/20	52-48	.....	44	Tim	T	4½	LH	CA	16x2¼	132	2	48x2½	2¹¹/₁₆
215 (All other makes)	11000	540	2000	8.25/20	52-48	.....	44	Tim	T	4½	LH	CA	16x3½	205	2	48x2½	2¹¹/₁₆
330 (All other makes)	13000	725	3000	10.00/20	52-48	.....	48	Tim	T	4½	LH	CA	16x3½	205	2	55x3	2⅞
LITTLE GIANT																	
8-ton (For any 1½ ton truck)	16000	488	1575	8.25/20	47-53	.....	42	Shu	Sq	2¾	BHV†	CA	16x3	167	4	42x2½	2⅝
10-ton (For any 2 ton truck)	18000	750	2000	8.25/20	50-50	.....	44	Shu	Sq	3	BHV†	CA	16x3½	180	4	44x3	3
12-ton (For any 2½ to 5 ton truck)	20000	890	2410	9.75/20	50-50	.....	44	Shu	Sq	3¼	BHV†	CA	17x4	250	4	44x3½	3
TRUCKTOR (x)																	
HLF (Ford 1½)	8800	480	1750	7.50/20	50-50	60-40	43	Own	Sr	3	LHV	CA	15x3½	196	6	38½x2½	2¼
HLC (Chevrolet 1½)	8800	480	1750	7.50/20	50-50	60-40	43	Own	Sr	3	CHV	CA	16x3	219	6	38½x2½	2½
HLL (Light truck tires to 8.25/20)	11000	575	1895	8.25/20	50-50	60-40	45	Own	Sr	3	LHV	CA	16x2¼	132	6	38½x2½	2½
HLS (Medium truck tires to 9.00/22)	14000	881	2265	9.00/22	50-50	60-40	48	Own	Sr	3¼	LHV	CA	16x3½	205	6	38½x3	2¾
HLR (Heavy truck tires to 10.00/22)	16000	1098	2710	10.00/22	50-50	60-40	49	Own	Sr	3½	LHV	CA	17¼x4	251	6	40x3	2¹¹/₁₆
HR (Heavy duty tires to 12:00/20	21000	1282	3177	11.00/24	50-50	60-40	52	Own	Sr	4	LHV	CA	17¼x4	251	6	41½x3	3⅛
HR5 (Extra heavy duty tires)	30000	‡‡	3358	12.00/24	50-50	60-40	53½	Own	Sr	5½	LVH	CA	17¼x5½	.....	8	43½x4	3¹⁵/₁₆
TRUXMORE																	
22 (Not exc. 253 cu. in.)	10000	580	2250	7.50/20-6pl	56-44	65-35	42-43	Own	Sq	2½	LHV	CA	15x3½	200	4	**	2¹¹/₁₆
26X (Not exc. 271 cu. in.)	12000	657	2500	8.25/20-10	54-46	65-35	44-45	Own	Sq	2¾	LHV	CA	15x3½	200	4	**	2¹¹/₁₆
26	13000	790	2700	8.25/20	53-47	65-35	45-46	Own	Sq	3	LHV	CA	16x3½	210	4	**	2¹¹/₁₆
32	14000	985	2900	9.00/20	53-47	65-35	46-47	Own	Sq	3	LHV	CA	16x3½	210	4	**	2¹¹/₁₆
36	16000	1075	3500	10.00/20	52-48	65-35	47-48	Own	Sq	3¼	LHV	CA	17¼x4	251	4	**	3⅛
42	17000	1200	3700	11.00/20	52-48	65-35	48-50	Own	Re	(v)	LHV	CA	17¼x4	251	4	**	3⅛
50	18000	1350	4100	11.00/24	50-50	65-35	49-53	Own	Sq	3½	LHV	CA	17¼x5	350	4	**	3⅜
50X	25000	‡‡	4400	12.00/24	50-50	65-35	52-53	Own	Re	(w)	M	CA	17¼x5½	400	4	**	3½
UTILITY																	
25 (For any 1½-2 ton truck)	9000	434	1100	7.50/20	55-45	66-33	41	Own	Sq	2½	OMV†	CA	16x4	240	4	None	2¼
30 (For any 2½ ton truck)	13000	683	1600	9.00/20	55-45	66-33	44	Own	Sq	3	OMV†	CA	17x4	264	4	None	2¾
35 (For any 5 ton truck)	18000	752	1900	10.50/24	55-45	66-33	50	Own	Sq	3½	OMV†	CA	17x4	264	4	None	2⅞
300	15000	802	1560	10.50/24	55-45	66-33	44	Own	Sq	3	OMV†	CA	17x4	264	4	8	2¾
Driving Axles																	
FABCO																	
515 (Ford)	10500	1165	2400	8.25/20	50-50	.....	44	Tim	D	.....	FH	CA	15x3½	192	2	48x2¼	2¼
515 (Chevrolet)	10500	1165	2400	8.25/20	50-50	.....	44	Chev	D	.....	CH	CA	16x3	176	2	48x2½	2¾
515 (All other makes)	10500	(z)	2400	8.25/20	50-50	.....	44	Match	D	.....	LH	CA	Match	(z)	2	48x2½	z
630 (All other makes)	13000	(z)	3000	10.00/20	50-50	.....	48	Match	D	.....	LH	CA	Match	(z)	2	53x3	z
THORNTON TANDEM																	
DF26F (Ford)	11000	1125	6600	34x7	50-50	.....	42	Ford	D	3¾	LH	CA	15x3½	198	4	42x2¼	2¼
DF27FO (Ford) (e.o.e.)	11000	1125	6760	34x7	50-50	.....	42	Ford	D	3¾	LH	CA	15x3½	198	4	42x2¼	2¾
DF29E (Ford)	12750	1250	7220	34x7	50-50	.....	42½	Eat	D	4¼	LH	CA	15x3½	198	4	42x2¼	2¾
DF30EO (Ford)	12750	1250	7380	34x7	50-50	.....	42½	Eat	D	4¼	LH	CA	15x3½	198	4	42x2¼	2¾
DF30E (Ford)	13500	1600	7720	34x7	50-50	.....	44	Eat	D	4¼	LH	CA	15x3½	198	4	43½x	2¾
DF31EO (Ford)	13500	1600	7880	34x7	50-50	.....	44	Eat	D	4¼	LH	CA	15x3½	198	4	2¼	2¾
DC26C (Chevrolet)	11000	1100	6175	34x7	50-50	.....	42	Chev	D	3½	LH	CA	16x3	218	4	42x2¼	2¾
DC27CO (Chevrolet)	11000	1100	6690	34x7	50-50	.....	42	Chev	D	3½	LH	CA	16x3	218	4	42x2¼	2¾
DC29E (Chevrolet)	12750	1550	6795	34x7	50-50	.....	46	Eat	D	3¾	LH	CA	16x3	218	4	48x2¼	2¾
DC30EO (Chevrolet)	12750	1550	7310	34x7	50-50	.....	48	Eat	D	3¾	LH	CA	16x3	218	4	48x2¼	2¾
DC30E (Chevrolet)	13500	1675	7295	34x7	50-50	.....	44	Eat	D	4¼	LH	CA	16x3	218	4	43½x	2¾
DC31EO (Chevrolet)	13500	1675	7810	34x7	50-50	.....	44	Eat	D	4¼	LH	CA	16x3	218	4	2¼	2¾
DD28EH (Dodge)	12750	1250	7020	34x7	50-50	.....	42½	Eat	D	4¼	LH	CA	16x2½	174	4	42x2¼	2¾
DD28EH (Dodge)	12750	1300	7490	34x7	50-50	.....	42½	Eat	D	4¼	LH	CA	16x2½	174	4	42x2¼	2¾
DD30EH (Dodge)	13350	1350	7960	34x7	50-50	.....	48	Eat	D	4½	LH	CA	16½x3½	356	4	47½x2¼	2¾
DD34TK (Dodge)	14000	1375	8430	900/20	50-50	.....	48	Tim	D	4½	LH	CA	17½x4	274	4	42x2¼	3¼
DD34EK (Dodge)	16000	1500	8830	900/20	50-50	.....	44	Eat	D	4¾	LH	CA	17x4	407	4	43½x2¼	3

Autocar's job is still DELIVERY!

In a double sense, Autocar's task is still delivery...delivery *of* the smashing blows that win battles...delivery *from* the worst a powerful enemy can dish out. It is doing both these jobs simultaneously and well on the world's fighting-fronts—for our Army, our Navy, our Marines and our Air Forces.

When all this is over and done with, Autocar will again deliver heavy-duty, money-making, money-saving performance for private enterprise. It will perform these peace-time jobs better than ever, for Autocar in uniform is training to be stronger, more agile, more dependable. Factory-equipped Autocar branches will help you keep your pledge to the U. S. Truck Conservation Corps.

AUTOCAR

MANUFACTURED IN ARDMORE, PA.

SERVICED BY FACTORY BRANCHES FROM COAST TO COAST

AWARDED AUGUST 1, 1942 . . .
"FOR EXCELLENCE
OF PRODUCTION"

"...the most economical batteries in years of service and mileage obtained that we have ever used."

PERRY'S DAIRY, INC.

By: H D Perry

Part of the Greater Miami fleet of 20 odd units operated by Perry's Dairy, Inc. Exides have given this fleet finer service than any other battery ever used.

BUY TO LAST
SAVE TO WIN

. . . pays dividends for Perry's Dairy, Inc.

There are times when a customer's satisfaction simply must be retold. Such is the case of Perry's Dairy, Inc., where Exide Batteries are standard equipment.

Says Mr. H. D. Perry, "We deem it a privilege to recommend Exide Heavy Duty Batteries to any large dairy fleet operation, and are confident that their experience will be similar to ours. It was our actual experience of having received better than 2 years service on Exide Batteries that influenced our decision to standardize on your product."

The same experience, in all sorts of operations and with all types of Exide Batteries, is repeated all over the country. Owners of Exides know that when you buy these quality batteries, you *Buy to Last—Save to Win.*

Exide
EXTRA DUTY BATTERIES

THE ELECTRIC STORAGE BATTERY CO., Philadelphia
Exide Batteries of Canada, Limited, Toronto

KEEP 'EM ROLLING

1943 FLEET OPERATORS' REFERENCE ANNUAL

TRUCK SPECIFICATIONS TABLE

OF STANDARD DOMESTIC MODELS

TABULATED BY

COMMERCIAL CAR JOURNAL

and brought up to date in this issue from data supplied by manufacturers

KEY TO DEFINITIONS, ABBREVIATIONS AND REFERENCES

DEFINITIONS

MAKE AND MODEL
Only Domestic Truck Models are listed.

OPTIONAL UNITS
For the express purpose of best fitting the truck to the individual job most of the models listed can be provided with optional engines, transmissions, axles, etc., and these models when so equipped are considered standard stock models.

CHASSIS LIST PRICE
The chassis list price applies to the minimum standard wheelbase with standard tires and standard equipment. All prices are F.O.B. factory. Chassis list price does not include the price of the Cab unless otherwise noted.

RECOMMENDED GROSS VEHICLE WEIGHT FOR NORMAL SERVICE
The Gross Weights published herewith are those supplied by manufacturers as their Recommended Gross Vehicle Weights for Normal Operating Conditions, and are based upon the Maximum Authorized Tire Size listed. In actual practice the manufacturer may either increase or decrease the gross vehicle weight rating when either favorable or unfavorable operating conditions are involved. Since the proper performance of a motor truck depends upon many factors, including grades, road conditions, etc., the gross weights that a manufacturer is prepared to recommend will vary with particular conditions, and the manufacturer's own standard of safety factors. Specific recommendations, therefore, should be obtained from the manufacturer's representative.

CHASSIS WEIGHT
The chassis weight listed includes the weight of the minimum standard wheelbase chassis, with cowl, with standard tires, with standard equipment, with crankcase and cooling system full, and 5 gallons of fuel in the tank. It does not include the weight of the Cab. This applies to C.O.E. as well as conventional chassis types. Exceptions are noted.

STANDARD TIRE SIZE
The standard tire size listed is that which is included in the Chassis List Price.

MAXIMUM AUTHORIZED TIRE SIZE
The tire size listed in this column is the maximum size recommended by the manufacturer of the chassis for the Gross Vehicle Weight for Normal Operating Conditions. It is furnished at extra cost, if it differs from the standard size. Dual rears are understood; exceptions noted.

MINIMUM STANDARD WHEELBASE
The minimum standard wheelbase is the so-called standard wheelbase on which the Chassis List Price is based.

MAXIMUM STANDARD WHEELBASE
The maximum standard wheelbase is the extreme end of the standard range of wheelbases offered by the chassis maker.

MAXIMUM BRAKE HP.
Maximum Brake Horsepower at Given R.P.M. is actual dynamometer reading without accessories.

GEAR RATIO RANGE
Gear Ratio Range in High—Ratios within the range given are available at no extra cost. Exceptions are noted.

TRACTORS
Unless given the designation (N)—meaning not available as a tractor—all standard models may be assumed to be available as tractors. Exclusively Tractor models are designated (T).

KEY TO REFERENCES

c.f.—Cab Forward design.

c.o.e.—Cab-Over-Engine design.

(C)—Converted Ford or Chevrolet model, identifiable by engine make listed.

(D)—Diesel-engine equipped.

(T)—Designed for tractor use only.

(3) **Available**—All models available in either conventional or c.o.e. design, oversize power plants, oil engines and six-wheel construction.

(5) **Condor**—These models available with double drop bus frames.

(6) **Federal**—245 cu. in. engine and 11" clutch available on Models 16 and 76. 263 cu. in. engine and 11" clutch available on Models 16, 17, 76 and 77. 428 cu. in. engine available on Models 45, 55, 92 and 94. 501 cu. in. and 517 cu. in. engines available on Models 55 and 94. Oversize or two-speed rear axles available on Models 16, 17, 18, 20, 25, 29, 35, 45, 76, 77, 80, 85, 89, 90 and 92. Double reduction rear axles available on Models 20, 25, 29, 35, 45, 80, 85, 89, 90 and 92. Two- or three-speed auxiliary transmissions available on all models. Air brakes available on Models 25, 29, 35, 45, 55, 85, 89, 90, 92 and 94. Diesel engines available in all models except c.o.e. All above at extra cost.

(9) **Gramm**—Models 31, 41, 46, 56, 71, 76, 86 and 96 both gasoline and diesel available with double drop bus frames of various wheelbases. 221 cu. in. engine available on Model 21. 263 cu. in. engine available on Models 31 and 41. 282 cu. in. engine and 5 speed transmission available on Models 41, 46, and 56. 320 cu. in. engine and 5 speed transmission available on Models 41, 46, 56, and 71. 404 cu. in. engine and larger 5 speed transmission available on Model 86. Oversize two speed and double reduction axles available on Models 21, 31, 41, 46, 56, 71, 76 and 86 both gasoline and diesel. All other equipment furnished at extra cost.

(10) **Corbitt**—Wheelbases optional—any wheelbase desired furnished at chassis price listed.

(11) **International Harvester**—Specifications shown represent only the basic standard chassis units and standard chassis ratings in keeping with definitions established by Commercial Car Journal. Optional units not shown such as engines, clutches, transmissions, axles or axle ratios, brakes, wheels and tires, frames or frame reinforcements, optional wheelbases or any other units which make up part of the truck chassis and which International will furnish and approve from the factory as optional equipment can or will change either the ratings, chassis weight shown or performance of the truck as indicated by this list.
Also the company reserves the privileges of assigning special gross vehicle ratings for any chassis providing in the opinion of our engineering department, the type of service justifies the new rating without decreasing the safety factor designed into the truck.
(a)—Available with Eaton Two-Speed Axle designated KS Models.
(b)—Available with IHC double reduction axle and designated KR Model.
(c)—Comparable chassis available with Cummins Diesel engine and designated KD Model.

(16) **Sterling**—Diesel powered unit of comparable capacity available in addition to gasoline models.

(18) **Willys**—Advertised list price less Federal tax. Cab Pick-up $575; Panel Delivery $849. Prices, complete with shock absorbers and front and rear bumpers. Standard tires 5.50/16—4 ply; Panel Delivery 6.00/16—4 ply; 6.00/16S—6 ply—optional.

KEY TO ABBREVIATIONS

MAKES—ALL

B—Bendix.
BL—Brown-Lipe.
Bu or Bud—Buda.
Cat—Caterpillar.
Cl or Cla—Clark.
C or Chev—Chevrolet.
Con—Continental.
Col—Columbia.
Cum—Cummins-Diesel.
Det—Detroit Gear.
Eat—Eaton.
Fu—Fuller.
Her—Hercules.
L—Lockheed.
LH—Lockheed front, Wagner "hi-Torc" rear.
LO—Lockheed front, Own rear.
LW—Lockheed front, Wisconsin rear.
Lyc—Lycoming.
N.P.—New Process.
O or Ow—Own.
Op or Opt—Optional.
Sal—Salisbury.
Shu—Shuler.
T or Tim—Timken.
TO—Timken front, Own rear.
TW—Timken-Wisconsin.
TWH—Timken Wisconsin Herrington.
WG—Warner Gear.
WH—Wisconsin Herrington.
W-Hes—Waukesha Hesselman.
Wau—Waukesha.
W or Wis—Wisconsin.
WO—Wagner front, Own rear.
Ws—Westinghouse.

BRAKES—SERVICE

Location
2—Two Wheels, rear only.
4—Four Wheels, front and rear.
4r—Four Wheels, rear only.
6—Six Wheels, front and rear.

Type
I—Internal.
X—External

Operation
A—Air.
D—Hydraulic and mechanical.
H—Hydraulic.
M—Mechanical.
V—Vacuum.

BRAKES—HAND

Location
C—Center of double propeller shaft.
2—Rear wheels.
2/4—Two-wheel brakes effective on all four wheels through driveshaft.
4—Four wheels.
6—Six wheels.
J—Jackshaft.
T—Transmission.
F—Driveshaft.
P—Propeller shaft.

Type
D—Tru-Stop disk.
I—Internal.
X—External.
PD—Two drums on rear of p wer divider.

BRAKE DRUMS

Material
a—Cast alloy iron.
A—American Car Foundry.
c—Cast iron.
C—Centrifuse.
Cl—Copper iron.
Co—Comp site
D—Dayton.
E—Ermalite.
F—Furnace iron.
G—Gunite.
N—Nickel iron.
p—Pressed steel.
P—Pressed steel.
s—Cast steel.

(Where a combination of any of the above is used, the first reference mark applies to the front and the second to the rear drums.)

FRAME

Type
I—"I" Beam.
C—Channel.
T—Channel tapered front and rear.
L—Channel reinforced with liner.
B—Channel reinforced with both liner and fishplate.
P—Channel reinforced with plate.
TL—Channel tapered front and rear reinforced with liner.
D—Drop Center
Tf—Tapered front.
X—x-Braced.
S—Deep section channel frame with oak insert.
A—Straight section sidemembers, lined with oak inserts.
Y—Straight section channel sidemembers, lined with full length channel reinforcements, and oak inserts.

GOVERNOR STANDARD

Y—Yes.
N—No.

REAR AXLE

Final Drive and Type
B—Bevel.
C—Chain.
D—Dead.
F—Full-floating.
Hy—Hypoid.
d—Dual range axle.
2—Double Reduction.
S—Spiral bevel.
W—Worm.
½—Semi-floating.
¾—Three-quarter floating.

Gear Ratios
(*)Ratios other than standard at extra cost.
(**) Only one ratio.

Drive and Torque
A—Radius Rods and Torque Arm.
H—Hotchkiss (springs).
R—Radius Rods.
T—Torque Arm.
U—Torque Tube.

WHEELS DRIVEN

2F—Forward unit of Rear Axle Group.
2R—Rear Unit of Rear Axle Group.
4R—Forward and rear units of Rear Axle Group.
4F—Front Axle and Forward unit of Rear Axle Group.
4FR—Front Axle and Rear unit of Rear Axle Group.
6—All wheels.

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	Forward Sp'ds	REAR AXLE: Make and Model	Gear and Type	Drive & Torque	Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	Lining Area	Drum Area	Drum Material	Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	Type
1	Avail- (3) C-100	1370	Opt	Opt	11500	4000	6.50/20D	7.50/20	Wau BL	6-3½x4¼	245	5.7	165	73-3000	7-2⅝x10¼	N	WG T9	4	Tim 53514H	SF	H	5.4-6.6	Tim 30000H	L4IH	266	388	a	TX	60	10x3x¼	T
2	able C-200	1520	Opt	Opt	12600	4200	7.00/20D	7.50/20	Wau BL	6-3½x4¼	245	5.7	165	73-3000	7-2⅝x10¾	N	WG T9	4	Tim 53308H	SF	H	5.14-6.6	Tim 30000H	L4IH	304	477	a	TX	60	10x3x¼	T
3	C-250	1600	Opt	Opt	14000	4300	7.00/20D	8.25/20	Wau BL	6-3½x4¼	245	5.7	165	73-3000	7-2⅝x10¾	N	WG T9	4	Tim 53308H	SF	H	5.14-6.6	Tim 31000H	L4IH	300	552	a	TX	60	10x3x¼	T
4	C-300	1795	Opt	Opt	16000	4800	7.50/20D	8.25/20	Wau BM	6-3⅝x4¼	263	5.7	178	78-3100	7-2⅝x10¾	N	WG T9	4	Tim 54411H	SF	H	5.80-6.8	Tim 31000H	L4IH	328	603	a	TX	60	10x3x¼	T
5	C-350	1905	Opt	Opt	17000	4900	7.50/20D	9.00/20	Wau BK	6-3¾x4¼	282	5.7	188	85-3200	7-2⅝x10¾	N	WG T9A	4	Tim 54411H	SF	H	5.80-6.8	Tim 32502H	L4IH	328	603	a	TX	60	10x3x¼	T
6	C-400	2135	Opt	Opt	20000	5400	8.25/20D	9.00/20	Wau BK	6-3¾x4¼	282	5.7	188	85-3200	7-2⅝x10¾	N	WG T9A	5	Tim 56410H	SF	R	6.16-7.4	Tim 32502H	L4IH	328	603	a	TX	60	12x3x¼	T
7	C-400L	2240	Opt	Opt	20000	5500	8.25/20D	9.00/20	Wau BZ	6-4x4¼	320	5.7	210	86-3200	7-2⅝x10¼	N	Fu 5A330	4	Tim 56410H	SF	R	6.16-7.4	Tim 32502	L4IH	328	603	a	TX	60	12x3x¼	T
8	C-500	2440	Opt	Opt	22000	6100	9.00/20D	9.00/20	Wau BZ	6-4x4¼	320	5.7	222	95-2800	7-2⅝x10¼	Y	Fu 5A330	5	Tim 58300H	SF	R	5.20-7.8	Tim 33000H	L4IH	370	684	a	TX	60	12x3x¼	T
9	C-550	2880	Opt	Opt	23000	6800	9.00/20D	10.00/20	Wau MKR	6-4½x4¾	381	5.3	270	99-2400	7-2⅝x12½	Y	Fu 5-A-430	5	Tim 58300H	SF	R	5.20-7.8	Tim 35000H	L4IH	370	684	a	TX	60	12x3x¼	T
10	C-600	3320	Opt	Opt	26500	7400	10.00/20D	11.00/20	Wau MZR	6-4¼x4¾	404	5.3	290	106-2400	7-2⅝x12½	Y	Fu 5-A-430	5	Tim 65743H	WF	R	6.8-10.25	Tim 35000H	L4IH	459	793	a	TD	60	12x3x¼	T
11	C-650	3800	Opt	Opt	26500	8000	10.00/20D	11.00/20	Wau SRLR	6-4⅝x5½	462	5.5	330	112-2300	7-3x13⅛	Y	Fu 5-A-620	5	Tim 65743H	WF	R	6.8-10.25	Tim 35000H	L4IH	459	793	a	TD	60	12x3x¼	T
12	C-700	4175	Opt	Opt	35000	8700	10.00/20D	12.00/20	Wau SRKR	6-4⅝x5½	517	5.5	365	126-2300	7-3x13⅛	Y	Fu 5-A-620	5	Tim 66728H	WF	R	6.8-10.25	Tim 26452H	L4IH	544	867	a	TD	60	12x3x¼	T
13	Bantam	349	75	75	1700	850	4.00/15S	5.00/15	Own	4-2.25x3½	50	7.4	34.1	22-3800	3-2¼x1.005	N	WG T48E	3	Spl 10	S	H	**-5.25	Spl 10	O4IM	76	104	P	4I	114	8x2¼x.109	
14	Brockway 78	895	138	164	13000	3965	6.00/20D	32x6	Con 24B	6-3¼x4¼	210	6.0	154	71-3100	4-2¾x6	N	WG T9	4	Tim 53521H	SF	H	5.66-6.6	Tim 30000H	L4IH	255	402	a	TX	65¼	8x3x¼	T
15	83	1195	138	176	14000	4100	6.50/20D	7.50/20	Con 25B	6-3¼x4½	244	6.2	180	80.5-3100	4-2¾x6	N	WG T9	4	Tim 53521H	SF	H	5.66-6.6	Tim 30000H	L4IHV	255	402	a	TX	65¼	8x3x¼	T
16	88	1290	150	176	15000	4500	6.50/20D	7.50/20	Con 25B	6-3¼x4½	244	6.2	180	80.5-3100	4-2¾x6	N	WG T9	4	Tim 53307H	SF	H	6.2 -6.8	Tim 30000H	L4IHV	298	477	a	TX	71¼	8x3x¼	T
17	92	1560	150	188	16000	4700	7.00/20D	8.25/20	Con 25B	6-3¼x4½	244	6.2	180	80.5-3100	4-2¾x6	N	WG T9	4	Tim 54411H	SF	H	5.83-6.8	Tim 31000H	L4IHV	329	580	a	CD	83¼	8x3x¼	T
18	94	1850	156	188	18500	5050	7.50/20D	8.25/20	Con 25B	6-3¼x4½	244	6.2	180	80.5-3100	4-2¾x6	N	BL B341	4	Tim 56411H	SF	H	6.16-7.4	Tim 31000H	L4IHV	370	660	a	CD	83¼	8x3x¼	T
19	112	1710	150	188	18000	5150	7.00/20D	8.25/20	Con 38B	6-3¼x4½	290	6.0	217	92-2800	7-2⅝x12	N	BL B341	4	Tim 54411H	SF	H	5.83-6.8	Tim 31000H	L4IHV	329	580	a	CD	77¼	8x3x¼	T
20	128	1950	156	188	20000	5550	7.50/20D	8.25/20	Con 38B	6-3¼x4½	290	6.0	217	92-2800	7-2⅝x12	N	BL B341	4	Tim 56411H	SF	H	5.71-7.4	Tim 31000H	L4IHV	370	660	a	CD	83¼	8x3x¼	T
21	130-FS	2525	164	206	20000	6250	34x7D	9.00/20	Con 29-B	5-3¼x4½	288	5.4	192	78-2650	7-2⅝x13	N	Fu 5-A-43	5	Tim 56411H	SF	R	6.16-7.4	Tim 32505H	L4IHV	370	660	a	CD	91¼	8x3x¼	B
22	146	2690	126	206	20000	6060	8.25/20D	9.00/20	Con 40B	6-4x4½	330	6.0	245	104-2800	7-2¾x12	Y	Fu 5A330	5	Tim 56411H	SF	R	5.76-7.4	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x¼	T
23	(T) 147	2855	132	164		6000	8.25/20D	9.00/20	Con 40B	6-4x4½	330	6.0	245	104-2800	7-2½x12	Y	EatA17-17000	5Fd	H	Dual Rge.	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x¼	T
24	152	2870	126	206	22000	6350	8.25/20D	9.00/20	Con 41B	6-4½x4⅝	371	5.9	280	100-2500	7-2½x13½	Y	Fu 5A43	5	Tim 56411H	SF	R	5.71-6.83	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x¼	T
25	(T) 153	3025	132	164		6400	8.25/20D	9.00/20	Con 41B	6-4½x4⅝	371	5.9	280	100-2500	7-2½x13½	Y	Fu 5A43	5	Tim 58300H	SF	H	6.14-7.8	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x¼	T
26	(T) 154	3050	132	164		6300	8.25/20D	9.00/20	Con 41B	6-4½x4⅝	371	5.9	280	100-2500	7-2½x13½	Y	Fu 5A43	5	EatA17-17000	5Fd	H	Dual Rge.	Tim 32505H	L4IHV	370	660	a	CD	53	8x3x¼	T
27	(T) 156	3700	132	164		6950	9.00/20D	10.00/20	Con 42B	6-4¼x4⅝	405	5.7	305	112-2500	7-2½x13½	Y	Fu 5A43	5	Eat A9-20000	5Fd	H	Dual Rge.	Tim 32505H	L4IHV	459	768	a	CD	53	8¼x3x¼	T
28	162	3450	121	219	25000	7250	9.00/20D	10.00/20	Con 41B	6-4½x4⅝	371	5.9	280	100-2500	7-2½x13½	Y	Fu 5A43	5	Tim 58300H	SF	R	6.14-7.8	Shu 15785B	L4IHV	370	663	a	CD	51	8½x3x¼	T
29	166	4070	121	219	28000	7800	10.00/20D	11.00/20	Con 42B	6-4¼x4⅝	405	5.7	305	112-2500	7-2½x13½	Y	Fu 5A43	5	Wis 1337H	2F	R	5.63-8.59	Shu 15785B	L4IHV	459	772	a	CD	51	8¼x3x¼	T
30	170X	3640	153	219	25000	7960	9.00/20D	10.00/22	Con 33B	6-4½x4¼	381	4.7	276	106-2600	7-2¾x13	Y	Fu 5-A-62	5	Tim 72300H	2F	R	5.78-7.35	Shu 15785B	L4IHV	370	663	a	CD	83¼	8½x3x¼	T
31	175X	4290	153	219	30000	8550	9.00/20D	11.00/22	Con 34B	6-4½x4¾	427	5.4	322	133-2600	7-2¾x13	Y	Fu 5-A-62	5	Wis 1337BH	2F	R	5 63-8.59	Shu 15785B	L4IHV	459	772	a	CD	83¼	8¼x3x⅜	T
32	195X	4230	153	219	28000	8650	10.00/20D	11.00/22	Con 33B	6-4½x4¾	381	4.7	276	106-2600	7-2¾x13	Y	Fu 5-A-62	5	Wis 1337BH	2F	R	5.63-8.59	Shu 15785B	L4IHV	459	772	a	CD	83¼	8¼x3x⅜	T
33	220X	4930	153	219	34000	9050	11.00/20D	12.00/24	Con 34B	6-4⅝x4¾	427	5.4	322	133-2600	7-2¾x13	Y	Fu 5-A-62	5	Wis 1757H	2F	R	6.06-8.82	Shu 15795B	L4IHV	536	899	a	CD	83¼	8¼x3x⅜	T
34	240X	5130	153	219	30000	8590	10.00/20D	11.00/24	Con 35B	6-4½x5¼	501	5.4	370	144-2400	7-2¾x13	Y	Fu 5-A-62	5	Wis 1337BH	2F	R	5.63-7.52	Shu 15785B	L4IHV	459	772	a	CD	83¼	8¼x3x⅜	T
35	260X	6030	195	219	34000	9720	11.00/22D	12.00/24	Con 35B	6-4½x5¼	501	5.4	370	144-2400	7-2¾x13	Y	Fu MHU	4	Wis 1757H	2F	R	6.06-8.82	Shu 15795B	L41HV	536	899	a	CD	125¼	8¼x3x⅜	T
36	260S	6380	195	219	36000	10000	11.00/24D	12.00/24	Con 35B	6-4½x5¼	501	5.4	370	144-2400	7-2¾x13	Y	Fu MHU	4	Wis 1757H	2F	R	6.06-8.82	Shu 15795B	Lw41D V	600	899	a	CD	125¼	8¼x3x⅜	B
37	Chevrolet BK	528	115	115	4600	*2235	6.00/16S	15/6S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	3	Own	Hy	U	** 4.11	Own	O4IH	161	242	a	2I	38¼	5¾x2¼x	C
38	BJ	▲1127	115	115	5000	*3665	6.00/16S	15/6S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	3	Own	Hy	U	** 4.55	Own	O4IH	161	242	a	2I		5¾x2¼x	C
39	BL	602	125	125	5200	*2400	15/6S	15/6S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	Hy	H	** 4.55	Own	O4IH	161	242	a	2I	48½	5¾x2¼x	C
40	BN	▲897	134	134	5800	*3770	7.00/17S	7.50/17-8S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	Hy	H	** 4.55	Own	O4IH	195	297	a	2I		7x2¾x	C
41	MR	668	134	134	7700	*2970	6.00/20S†	7.50/20-8S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	57¾	7x2¾x	C
42	MR	694	134	134	7700	*2975	6.00/20S†	7.50/20-8S	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	57¾	7x2¾x	C
43	MR	691	134	134	9500	*3110	6.00/20D	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	57¾	7x2¾x	C
44	MR	717	134	134	9500	*3115	6.00/20D	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	57¾	7x2¾x	C
45	*MR	834	134	134	●13500	*3380	6.50/20D‡	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	57¾	7x2¾x	C
46	*MR	860	134	134	●13500	*3385	6.50/20D‡	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	57¾	7x2¾x	C
47	MS	694	160	160	7700	*3225	6.00/20S†	7.50/20-8S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	83¼	7x2¾x	P
48	MS	720	160	160	7700	*3230	6.00/20S†	7.50/20-8S	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	83¼	7x2¾x	P
49	MS	717	160	160	9500	*3365	6.00/20D	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	83¼	7x2¾x	P
50	MS	743	160	160	9500	*3370	6.00/20D	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	83¼	7x2¾x	P
51	*MS	860	160	160	●13500	*3635	6.50/20D‡	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	83¼	7x2¾x	P
52	*MS	886	160	160	●13500	*3640	6.50/20D‡	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	83¼	7x2¾x	P
53	(c.o.e.) MU	788	109	109	7700	*3340	6.00/20S†	7.50/20-8S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	62½	7x2¾x	C
54	(c.o.e.) MU	814	109	109	7700	*3345	6.00/20S†	7.50/20-8S	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	62½	7x2¾x	C
55	(c.o.e.) MU	811	109	109	9500	*3480	6.00/20D	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	62½	7x2¾x	C
56	(c.o.e.) MU	837	109	109	9500	*3485	6.00/20D	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	62½	7x2¾x	C
57	*(c.o.e.) MU	954	109	109	●13500	*3750	6.50/20D‡	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	62½	7x2¾x	C
58	*(c.o.e.) MU	980	109	109	●13500	*3755	6.50/20D‡	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	62½	7x2¾x	C
59	(c.o.e.) MV	813	132	132	7700	*3415	6.00/20S†	7.50/20-8S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	86	7x2¾x	C
60	(c.o.e.) MV	839	132	132	7700	*3420	6.00/20S†	7.50/20-8S	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	86	7x2¾x	C
61	(c.o.e.) MV	836	132	132	9500	*3555	6.00/20D	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	86	7x2¾x	C
62	(c.o.e.) MV	862	132	132	9500	*3560	6.00/20D	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	86	7x2¾x	C
63	*(c.o.e.) MV	979	132	132	●13500	*3825	6.50/20D‡	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	86	7x2¾x	C
64	*(c.o.e.) MV	1005	132	132	●13500	*3830	6.50/20D‡	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	86	7x2¾x	C
65	(c.o.e.) MW	840	158	158	7700	*3645	6.00/20S†	7.50/20-8S	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	111½	7x2¾x	P
66	(c.o.e.) MW	866	158	158	7700	*3650	6.00/20S†	7.50/20-8S	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	5.43	Own	O4IH	329	478	a	2I	111½	7x2¾x	P
67	(c.o.e.) MW	863	158	158	9500	*3785	6.00/20D	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	111½	7x2¾x	P
68	(c.o.e.) MW	889	158	158	9500	*3790	6.00/20D	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	N	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	111½	7x2¾x	P
69	*(c.o.e.) MW	1006	158	158	●13500	*4055	6.50/20D‡	7.50/20-8	Own	6-3½x3¾	216	6.5	174	90-3300	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	111½	7x2¾x	P
70	*(c.o.e.) MW	1032	158	158	●13500	*4060	6.50/20D‡	7.50/20-8	Own	6-3¾x3¾	235	6.6	192	93-3100	4-2¾x5	Y	Own	4	Own	HyF	H	** 6.17	Own	O4IH	329	478	a	2I	111½	7x2¾x	P

† Rear 7.00/20 8-ply. ‡ Rear 7.50/20 8-ply. ● 14,000 lb. when truck is equipped with two-speed rear axle and 8.25/20 10 ply tires. ▲ Includes special panel body.
* Governor set not to exceed 45 m.p.h. * These are shipping weights and do not include weight of gasoline or water.

BENDIX SERVICE

to the Automotive Industry

Carries On Through Wartime!

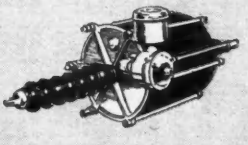
The famous "BENDIX" Products which have proved their dependability and economy for so many years in civilian cars, trucks and buses are still being made, but are now in the *military* service—both on *army* vehicles and on *essential* civilian transportation.

As a part of our wartime assignments, we at Bendix not only provide the parts which are needed by service mechanics to keep cars, buses and trucks operating efficiently—but also supply technical manuals and "know how" books that are especially helpful in wartime. These books include "ABC of Vacuum Power Brakes," "Servicing 'B-K' Vacuum Power Brakes" and "Servicing 'STROMBERG' Carburetors." They will show you how to make fewer repairs go farther and how to do each job better with more profit to you. Sent FREE. Write today for the copies you want!

BENDIX PRODUCTS DIVISION
of Bendix Aviation Corporation
South Bend, Indiana

THE INVISIBLE CREW
Precision Equipment by Bendix
AVIATION CORPORATION

"STROMBERG" Carburetors
. . . foremost in consistent, enduring performance.



"BENDIX B-K" Vacuum Power Braking
. . . world's favorite for fast, smooth action.

"BENDIX" Brakes
. . . hydraulic and mechanical, are an accepted standard of modern braking.

"BENDIX" Cleaner
. . . first choice of repairmen for fast and economical cleaning of automotive parts.

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear Standard Front and Rear	TIRE SIZES Maximum Authorized Tire Size (Dual unless noted)	ENGINE DETAILS Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings Number, Diameter and Length	Governor Standard	TRANSMISSION Make and Model	TRANSMISSION Forward Sp'ds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive & Torque	REAR AXLE Gear Ratio Range in High	FRONT AXLE Make and Model	BRAKES SERVICE Make Location Type Operat'n	BRAKES SERVICE Lining Area	BRAKES SERVICE Drum Area	BRAKES SERVICE Drum Material	BRAKES Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME Side Rail Dimensions	FRAME Type
1	Condor.....DZA-1	1675	131	155	10000	3200	6.00/20S	32x6-8p	W-HES XBKH	4-3¼x4½	210	6.2	125	41-2200	3-2¼x5½	Y	WG T9	4	Cla R650	SF	H	4.62-6.16	Cla F182	L4IH	212	352	a	TX	60½	7x2¾x¼	T
2	(5).....DZB-1	1710	131	227	12000	3500	6.00/20S	32x6-8p	W-HES XBKH	4-3¼x4½	210	6.2	125	41-2200	3-2¼x5½	Y	WG T9	4	Cla R750	SF	H	5.1-6.83	Cla F266	L4IH	233	392	a	TX	60½	7½x2¾x¼	T
3	(5).....DZC-1	1785	131	227	14000	3900	6.00/20S	8.25/20	W-HES XBKH	4-3¼x4½	210	6.2	125	41-2200	3-2¼x5½	Y	WG T9	4	Tim 53300	SF	H	4.57-6.6	Tim 30000H	L4IH	238	402	a	TX	60½	7½x2¾x¼	T
4	(5).....DZD-1	1960	131	227	15000	4500	6.00/20S	8.25/20	W-HES XBKH	4-3¼x4½	210	6.2	125	41-2200	3-2¼x5½	Y	WG T9	4	Tim 54411	SF	H	4.12-6.8	Tim 20000H	L4IH	331	528	a	TX	60½	7½x2¾x¼	T
5	(5).....DZE-1	2120	131	227	14000	4100	6.00/20S	8.25/20	W-HES 6BKH	6-3¼x4½	282	6.4	174	84-2800	7-2⅛x10¼	Y	Cla 185F	4	Tim 53300	SF	H	4.57-6.2	Tim 30000H	L4IH	238	402	a	TX	60½	7½x2¾x¼	T
6	(5).....DZF-1	2445	131	227	15000	4900	6.50/20D	8.25/20	W-HES 6BKH	6-3¼x4½	282	6.4	174	84-2800	7-2⅛x10¼	Y	Cla 185F	4	Tim 54411	SF	H	4.12-6.8	Tim 31000H	L4IHV	338	578	a	TX	60½	10x2¾x⅛	P
7	(5).....DZG-1	2700	131	227	17000	5400	7.00/20D	9.00/20	W-HES 6BKH	6-3¼x4½	282	6.4	174	84-2800	7-2⅛x10¼	Y	Cla 200V	5	Tim 55411	SF	H	5.71-7.4	Tim 31000H	L4IHV	338	578	a	TX	60½	10x2¾x⅛	P
8	(5).....DZH-1	2860	131	227	19000	5600	7.00/20D	9.75/20	W-HES 6BKH	6-3¼x4½	282	6.4	174	84-2800	7-2⅛x10¼	Y	Cla 200V	5	Tim 56411	SF	H	4.44-7.4	Tim 32500H	L4IHV	338	578	a	TX	60½	10x2¾x⅛	P
9	(5).....DZJ-1	3115	131	227	21500	5900	7.50/20D	10.50/20	W-HES 6BKH	6-3¼x4½	282	6.4	174	84-2800	7-2⅛x10¼	Y	Cla 200V	5	Tim 58300	SF	H	5.25-7.8	Tim 33000H	L4IHV	384	660	a	TX	60½	10x2¾x⅛	P
10	Dart 30G	1695	139	252	12500	4540	32x6D	7.50/20	Her JXC	6-3¼x4½	282	5.8	176	73-2800	7-2⅛x10‡‡	Y	Fu MLU	4	Tim 53200H	SF	H	5.14-6.20	Tim 31005H	L4IHV	302	452	a	TX	Opt	10x3x¼	T
11	.....40G	1995	139	252	14000	5190	32x6D	8.25/20	Her JXC	6-3¼x4½	282	5.8	176	73-2800	7-2⅛x10‡‡	Y	Fu 5A330	5	Tim 54412H	SF	H	5.83-6.80	Tim 31005H	L4IHV	356	527	a	TX	Opt	10x3x¼	T
12	.....50G	2400	139	252	17000	5540	34x7D	9.75/20	Her JXD	6-4x4¼	320	5.6	204	84-2800	7-2⅛x10‡‡	Y	Fu 5A330	5	Tim 56411H	SF	H	6.16-7.40	Tim 31005H	L4IHV	440	660	a	TX	Opt	10x3x¼	T
13	.....50G sp.	2780	139	252	19000	6190	8.25/20D	9.75/20	Wau 6MZR	6-4¼x4½	404	4.7	300	112-2500	7-2⅝x13¼	Y	Fu 5A430	5	Tim 56411H	SF	H	6.16-7.40	Tim 31005H	L4IHV	440	660	a	TX	Opt	10x3x¼	T
14	.....60G	3200	139	252	20000	6765	9.00/20D	10.50/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2⅝x13¼	Y	Fu 5A430	5	Tim 58300H	SF	H	5.57-7.80	Tim 33000H	L4IHV	440	660	a	TX	Opt	10x3x¼	T
15	.....70DR	3975	159	252	21000	7100	9.75/20D	10.50/20	Her WXC3	6-4¼x5½	383	4.7	262	106-2800	7-2⅝x13⅜	Y	Fu 5A430	10	Tim 57533H	2F	H	6.85-9.41	Tim 33000H	L4IHV	513	768	a	CD	Opt	10x3x¼	T
16	.....80W	4625	139	252	23000	7994	9.75/20D	10.50/20	Wau 8RKR	6-4⅝x5½	517	4.4	365	125-2300	7-3x14	Y	Fu 5A620	5	Tim 65725H	WF	H	6.80-10.6	Tim 35000H	L4IHV	513	768	a	CD	Opt	10x3½x⅛	B
17	.....100W	6025	142	252	26500	9594	9.75/20D	11.25/20	Her RXLD	6-4⅝x5¼	558	4.9	410	144-2200	7-3x14	Y	Fu 5A620	15	Tim 66725H	WF	H	6.02-9.20	Tim 27450H	L4IHV	529	867	a	TD	Opt	10x3½x⅛	B
18	Diamond T....201	600	119	119	8000	2750	6.00/16S	7.50/16	HerCBQXD	6-3⅛x4½	229	6.1	170	73-3000	7-2½x10⅛	N	WG 140T	3	Cla R650	SF	H	4.5-5.1	Cla F250	L4IH	212	352	a	TX	52	6x2¼x⅛	T
19	306	720	127	150	11000	3400	6.00/17S	7.50/20	HerCBQXD	6-3⅛x4½	229	6.1	170	73-3000	7-2½x10‡‡	N	WG T9	4	Cla R750§	SF	H	5.57-6.33	Cla F250	L4IH	232	391	a	TX	60	7½x3x¼	T
20	404	880	139	163	12200	4000	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10‡‡	N	WG T9A	4	Cla R750§	SF	H	5.57-6.33	Cla F266	L4IH	253	431	a	TX	60	8⅛x3⅛x¼	T
21	.....404H	940	139	163	13500	4100	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10‡‡	N	WG T9A	4	Cla R950§	SF	H	5.57-6.33	Cla F266	L4IH	280	471	a	TX	60	8⅛x3⅛x¼	T
22	406	1080	139	175	13500	4200	6.50/20D	8.25/20	Her CBJXB	6-3½x4¼	263	6.1	191	82-2800	7-2½x10‡‡	N	Spi 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F266	L4IH	280	471	a	TX	60	8⅛x3⅛x¼	T
23	509	1320	151	175	14700	4650	7.00/20D	8.25/20	Her CBJXB	6-3½x4¼	263	6.1	191	82-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F450	L4IHV	310	510	a	TX	72	8⅛x3⅛x¼	T
24	.....509H	1390	151	175	16200	4850	7.00/20D	8.25/20	Her CBJXB	6-3½x4¼	263	6.1	191	82-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R1100§	SF	H	5.57-6.33	Cla F450	L4IHV	363	613	a	TX	72	8⅛x3⅛x¼	T
25	612	1600	151	175	16200	5000	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R1100§	SF	H	5.57-6.33	Cla F450	L4IHV	363	613	a	TX	72	8⅛x3⅛x¼	T
26	.....612H	1740	151	175	18000	5200	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R1300§	SF	H	6.42-7.16	Cla F450	L4IHV	403	689	a	TX	72	8⅛x3⅛x¼	T
27	614	1960	151	175	18000	5450	7.50/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10‡‡	Y	Cla 200V	5	Cla R1300§	SF	H	6.42-7.16	Cla F450	L4IHV	403	689	a	TD	72	8⅛x3⅛x¼	T
28	.....614DR	2045	151	175	18000	5450	8.25/20D	8.25/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10‡‡	Y	Cla 200V	5	Tim 76413	2F	H	7.32-8.17	Cla F450	L4IHV	403	689	a	TD	72	8⅛x3⅛x¼	T
29	.....614H	2010	151	175	18800	5600	9.00/20D	9.75/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10‡‡	Y	Cla 200V	5	Tim 58300§	SF	H	6.83-7.80	Cla F450	L4IHV	491	797	a	TD	72	8⅛x3⅛x¼	T
30	.....614HDR	2130	151	175	18800	5700	9.00/20D	9.75/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10‡‡	Y	Cla 200V	5	Wis 72300	2F	H	7.35-8.40	Cla F450	L4IHV	403	689	a	TD	72	8⅛x3⅛x¼	T
31	702	3000	154	208	22000	7000	8.25/20D	9.75/20	Her CBWXC3	6-4¼x4½	383	5.9	286	99-2600	7-2⅝x13¼	Y	Cla 270V	5	Tim 58301	SF	H	Opt.	Tim 33006	L4IHV	518	844	a	TX	84	10¼x3⅛x¼	T
32	805	3600	172	208	22500	7600	9.00/20D	9.75/22	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13⅜	Y	Cla 270V	5	Eat A18000	SF	H	Opt.	Tim 35100H	L4IHV	554	867	A	TD	102	10¼x3⅛x¼	T
33	806	3750	172	208	26000	8200	9.00/20D	10.50/22	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13⅜	Y	Cla 270V	5	Wis 1337H	2F	H	Opt.	Tim 35100H	L4IHV	545	867	A	TD	102	10¼x3⅛x¼	T
34	.....(D) 513	.....	151	175	14700	5700	6.00/20D	8.25/20	Her DJXBL	6-3½x4½	260	14.	178	74-2400	7-3x10⅞	Y	Spi 2341	4	Eat A7-1350	8FD	H	Dual Rge.	Cla F450	L4IHV	363	510	a	TX	72	8⅛x3⅛x¼	T
35	.....(D) 615	.....	151	175	18000	6400	7.00/20D	9.00/20	Her DJXC	6-3¾x4½	298	14.	208	82-2400	7-3x10‡‡	Y	Cla 200V	5	Eat 17075	8FD	H	Dual Rge.	Cla F450	L4IHV	403	689	a	TD	72	8⅛x3⅛x¼	T
36	.....(D) 807	5600	172	208	26000	9000	9.00/20D	10.50/22	Cum AA600	6-4x5	377	17.	270	100-2200	7-3⅞x10⅞	Y	Cla 270V	5	Wis 1337TW	2F	R	Opt.	Tim 35100TW	Ws4IA	569	867	A	TD	102	10¼x3⅛x¼	T
37	.....(D) 808	5600	172	208	26000	9000	9.00/20D	10.50/22	Her DRXB	6-4⅝x5¼	474	14.	350	113-1800	7-3x13¼	Y	Cla 326	5	Wis 1337TW	2F	R	Opt.	Tim 35100TW	Ws4IA	569	867	A	TD	102	10¼x3⅛x¼	T
38	.....(D) 910	7600	172	208	36000	12500	9.00/20D	10.50/24	Cum HB600	6-4½x6	672	17.1	500	150-1800	7-4½x16¾	Y	Sp 7641,703	12	Wis 1910W	2F	..	Opt.	Tim 36020TW	Ws4IA	574	861	a	TD	90½	10¼x3⅛x⅝	T
39	900	5400	172	208	30000	9500	9.00/20D	10.50/24	Her RXLC	6-4⅝x5¼	529	5.4	365	132-2100	7-3½x13¼	Y	Cla 326	5	Wis 1757W	2F	R	Opt.	Tim 36020TW	Ws4IA	574	867	A	TD	102	10¼x3⅛x⅛	T
40	.....(c.f.) 306SC	820	106	150	12000	3500	6.00/17D	7.50/17	HerCBQXD	6-3⅛x4¼	229	6.1	170	73-3000	7-2½x10⅛	N	WG T9	4	Cla R750§	SF	H	Opt.	Cla F352	L4IH	253	431	A	TX	60	7½x3x¼	T
41	.....(c.f.) 404SC	1000	106	163	13000	4150	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10‡‡	N	Spi 2341	4	Cla R750§	SF	H	Opt.	Cla F452	L4IH	280	471	A	TX	60	8⅛x3⅛x¼	T
42	.....(c.f.) 404SCH	1060	106	163	14700	4250	6.00/20D	8.25/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10‡‡	N	Spi 2341	4	Cla R950§	SF	H	Opt.	Cla F452	L4IH	306	471	A	TX	60	8⅛x3⅛x¼	T
43	.....(c.f.) 509SC	1400	106	163	14700	4650	7.00/20D	8.25/20	Her CBJXB	6-3½x4¼	263	6.1	191	82-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R950§	SF	H	5.57-6.38	Cla F452	L4IHV	306	471	A	TX	60	8⅛x3⅛x¼	T
44	.....(c.f.) 612SC	1660	106	176	16200	5200	7.50/20D	9.00/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R1100	SF	H	5.57-6.33	Cla F452	L4IHV	306	613	a	TX	60	8⅛x3⅛x¼	T
45	.....(c.f.) 614SC	2000	106	163	18000	5650	7.50/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10‡‡	Y	Cla 200V	5	Cla R1300	SF	..	6.42-7.16	Cla F452	L4IHV	403	689	a	TX	60	8⅛x3⅛x¼	T
46	.....(c.o.e.) 201C	680	119	119	8000	2800	6.00/20S	7.50/20	HerCBQXD	6-3⅛x4¼	229	6.1	170	73-3000	7-2½x10‡‡	N	WG T9	4	Cla R750	SF	H	5.57-6.33	Cla F266	L4IH	253	431	a	TX	.....	6x2¼x⅛	T
47	.....(c.o.e.) 404C	1240	96	192	13500	4650	6.00/20D	7.50/20	HerCBJXE3	6-3½x4¼	245	5.7	174	77-2800	7-2½x10‡‡	N	Spi 2341	4	Cla R750§	SF	H	5.57-6.33	Cla F322	L4IHV	280	471	a	TX	72	8⅛x3⅛x⅛	T
48	.....(c.o.e.) 509C	1620	96	192	15500	5050	7.00/20D	8.25/20	Her CBJXB	6-3½x4¼	263	5.8	191	82-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R950§	SF	H	5.57-6.33	Cla F322	L4IHV	306	510	a	TX	72	8⅛x3x⅛	T
49	.....(c.o.e.) 612C	1860	96	192	17000	5400	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10‡‡	Y	Spi 2341	4	Cla R1100§	SF	H	5.57-6.33	Cla F322	L4IHV	360	613	a	TX	72	8⅛x3x⅛	T
50	.....(c.o.e.) 614C	2240	96	192	18000	6000	7.50/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10‡‡	Y	Cla 200V	5	Cla R1300§	SF	H	6.42-7.16	Cla F322	L4IHV	400	689	a	TD	72	8⅛x3x⅛	T
51	.....(c.o.e.) 702C	3200	96	192	22500	7300	8.25/20D	10.00/20	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Eat 18000	SF	H	Dual Rge.	Tim 35100H	L4IHV	554	867	a	TD	72	8⅛x3x⅛	T
52	.....(c.o.e.) 805C	3600	96	192	22500	7500	9.00/20D	9.75/20	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Wis 1337H	2F	H	6.85-7.37	Tim 35100H	L4IHV	545	867	a	TD	72	8⅛x3x⅛	T
53	.....(c.o.e.) 806C	3750	96	192	26000	7800	9.00/20D	10.50/20	Her CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2⅝x13¼	Y	Cla 270V	5	Wis 1337H	2F	H	6.85-7.37	Tim 35100H	L4IHV	545	867	a	TD	72	8⅛x3x⅛	T
54	(D) (c.o.e.) 513C	2540	96	192	14700	6400	6.00/20D	8.25/20	Her DJXBL	6-3½x4½	260	14.	178	74-2400	7-3x10⅞	Y	Spi 2341	4	Eat A7-1350	8FD	H	Dual Rge.	Cla F322	L4IHV	360	613	a	TX	72	8⅛x3x⅛	T
55	(D) (c.o.e.) 615C	3100	96	192	18000	7100	7.00/20D	9.00/20	Her DJXC	6-3¾x4½	298	14.	208	82-2400	7-3x10‡‡	Y	Cla 200V	5	Eat 17075	8FD	H	Dual Rge.	Tim 36020	L4IHV	460	759	a	TD	72	8⅛x3x⅛	T
56	Pak-Age-Car 91	1250	90	90	5500	.....	6.00/16D	7.00/16	Lye DC	4-3⅛x3⅛	133	5.7	93	32-2400	3-1¼x3⅜	Y	Col. Sp'l.	3	Col. Sp'l.	.....	..	**-5.30	Col. Sp'l.	B4IH	200	290	...	2I	.....	.....	.....
57	Pak-Age-Car 117	1350	116	116	5500	.....	6.00/16D	7.00/16	Lye DC	4-3⅛x3⅛	133	5.7	93	32-2400	3-1¼x3⅜	Y	Col. Sp'l.	3	Col. Sp'l.	.....	..	**-5.30	Col. Sp'l.	B4IH	200	290	...	2I	.....	.....	.....
58	Dodge.....WC	x 522	116	....	4200	2240	6.00/16S	6.50/16S	Own	6-3¼x4½	217	6.8	172	90-3000	4-2¼x5‡‡	N	NP	3	Own	Hy‡	H	3.73-4.78	Own	O41H	148	251	C	TX	40‡‡	6x2x¼	C
59	.....WD-15	x 571	120	....	5000	2465	15/68	15/68	Own	6-3¼x4½	217	6.8	172	95-3600	4-2½x5‡‡	N	NP	3	Own	Hy‡	H	3.73-4.78	Own	O41H	154	264	C	TX	44‡‡	6⅛x2⅛x⅛	C
60	.....WD-20	x 651	120	133	6400	2665	6.50/16‡‡	6.00/20	Own	6-3¼x4½	230	6.8	184	105-3600	4-2½x5‡‡	N	NP	3	Own	HyF	H	3.90-4.89	Own	O41H	190	293	CI	TX	44‡‡	6½x2⅛x⅛	C
61	.....WF-20	x 666	126‡	160	7200	3305	6.00/20‡8	6.50/20	Own	6-3⅛x4¼	236	6.8	190	115-3800	4-2½x5‡‡	N	NP	4	Own	HyF	H	5.11-6.83	Own	O41H	252	406	CI	TX	51⅛	7x2¾x.21	C
62	.....WF-30	x 666	126‡	190	13500	3305	6.00/20‡8	7.50/20	Own	6-3⅛x4¼	236	6.8	190	115-3800	4-2½x5‡‡	N	NP	4	Own	HyF	H	5.11-6.83	Own	O41H	252	406	CI	TX	51⅛	7x2¾x.21	C
63	.....WFA-30	x 774	126‡	190	14000	3430	6.00/20‡8	8.25/20	Own	6-3⅛x4¼	236	6.8	190	115-3800	4-2½x5‡‡	N	NP	4	Eat	SFd	H	Dual Ra.	Own	O41H	252	406	CI	TX	60	7x2¾x.21	C
64	(c.o.e.) WFM-35	x 769	105	159	13500	3455	6.00/20‡8	7.50/20	Own	6-3⅛x4¼	236	6.8	190	115-3800	4-2½x5‡‡	N	NP	4	Own	HyF	H	5.11-6.83	Own	O41H	252	406	CI	TX	60	7x2¾x.21	C
65	(c.o.e.) WFMA-35	x 877	105	159	14000	3580	6.00/20‡8	8.25/20	Own	6-3⅛x4¼	236	6.8	190	115-3800	4-2½x5‡‡	N	NP	4	Eat	SFd	H	Dual Ra.	Own	O41H	252	406	CI	TX	60	7x2¾x.21	C
66	.....WG-40	x 991	136	220	15000	3865	6.00/20D	8.25/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O41HV	308	502	CI	TX	60‡‡	8⅛x2‡‡x⅛	C
67	.....WGA-40	x1119	136	220	16000	3965	6.00/20D	9.00/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O41HV	308	502	CI	TX	60‡‡	8⅛x2‡‡x⅛	C
68	(c.o.e.) WGM-40	x1146	105	159	15000	4240	6.00/20D	8.25/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O41HV	308	502	CI	TX	60	8⅛x2‡‡x⅛	C
69	(c.o.e.) WGMA-40	x1274	105	159	16000	4340	6.00/20D	9.00/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O41HV	308	502	CI	TX	60	8⅛x2‡‡x⅛	C
70	.....WH-45	x 991	136	220	15000	3915	6.50/20D	8.25/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O41HV	308	502	CI	TX	60‡‡	8⅛x2‡‡x⅛	C
71	.....WHA-45	x1119	136	220	16000	4015	6.50/20D	9.00/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O41HV	308	502	CI	TX	60‡‡	8⅛x2‡‡x⅛	C
72	(c.o.e.) WHM-45	x1146	105	159	15000	4290	6.50/20D	8.25/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Own	HyF	H	5.11-7.16	Own	O41HV	308	502	CI	TX	60	8⅛x2‡‡x⅛	C
73	(c.o.e.) WHMA-45	x1274	105	159	16000	4390	6.50/20D	9.00/20	Own	6-3⅛x4½	250	6.8	200	120-3800	4-2½x5‡‡	Y	Cla	5	Eat	SFd	H	Dual Ra.	Own	O41HV	308	502	CI	TX	60	8⅛x2‡‡x⅛	C
74	.....WL-50	x2074	152	205	20000	5650	7.00/20D	10.00/20	Own	6-3¾x5	331	5.85	240	110-3200	7-3x12‡‡	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O41HV	407	685	CI	TX	66⅛	8⅛x2⅞x⅛	C
75	.....WLA-50	x2259	152	205	20000	5875	7.00/20D	10.00/20	Own	6-3¾x5	331	5.85	240	110-3200	7-3x12‡‡	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O41HV	407	685	CI	TX	66⅛	8⅛x2⅞x⅛	C
76	(D).....WLD-50	x3298	152	205	20000	5915	7.00/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12‡‡	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O41HV	407	685	CI	TX	66⅛	8⅛x2⅞x⅛	C
77	(D).....WLDA-50	x3483	152	205	20000	6140	7.00/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12‡‡	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O41HV	407	685	CI	TX	66⅛	8⅛x2⅞x⅛	C

‡ Rear 6.50/20-32 x 6. ‡ Rear 7.00/16-6 ply. § Diamond T—Two-speed axles optional at extra cost. x Calculated factory retail prices and do not include Federal, State or local taxes, if any, special equipment or specifications, if any, transportation, handling or delivery charges. Prices and specifications subject to change without notice.

CONTINUED ON PAGE 92

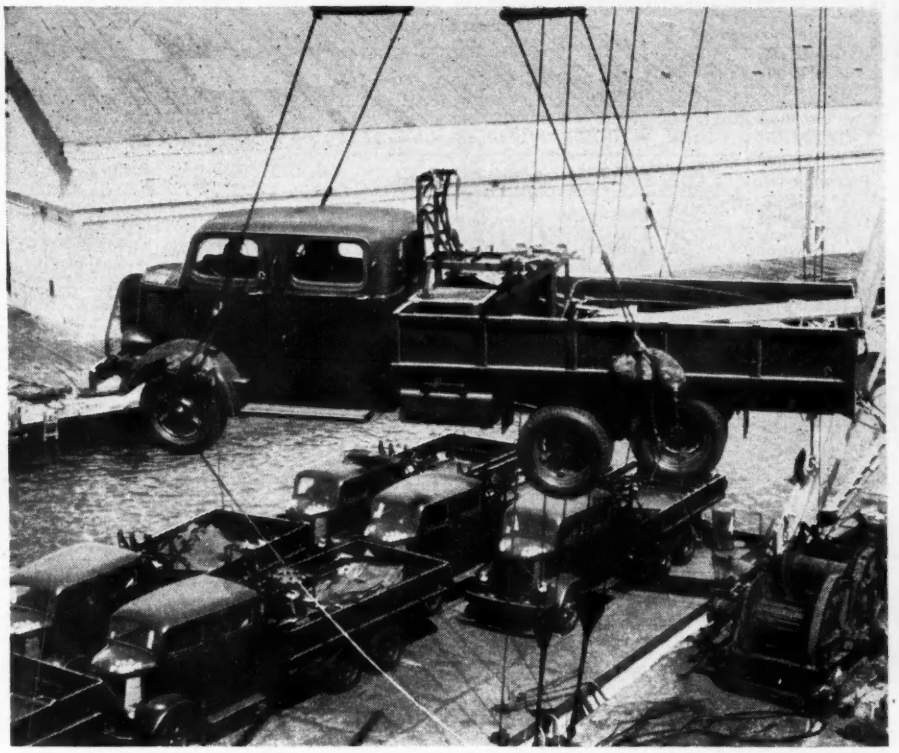


Photo by U. S. Army Signal Corp.

Swinging into action!

★

our entire facilities have been turned over to the manufacture of heavy duty frames and other products necessary for the promotion of our national war effort.

★

The above illustration shows a number of trucks built by Mack Trucks, Inc., to carry huge searchlights of tremendous candlepower, generating units or sound locators. These trucks must be able to move at high speed over all kinds of roads and shell torn ground. They must have stamina and resilience. That is why they were built on Parish Pressed Steel Heat-treated Frames—the frames with the "Spring-back".

Parish Heat-treated Frames of Alloy Steel have a fatigue value more than 200% greater than that of non heat-treated frames. That is why Parish Frames can take their beating for two to five years longer than ordinary frames and the vital parts supported by the frame stay in line.

On the home front, too, fleets must serve America's urgent armament needs—carry munitions, materials, fuel and food for the fighting fronts in other parts of the world. For the assurance of long-lived dependability for your trucks, specify Parish Heat-treated Alloy Steel Frames—the frames with the "Spring-back".

PARISH PRESSED STEEL COMPANY, Reading, Pa.

***Subsidiary of* SPICER MANUFACTURING CORPORATION**

Western Representative: F. Somers Peterson, 57 California St., San Francisco, Cal.

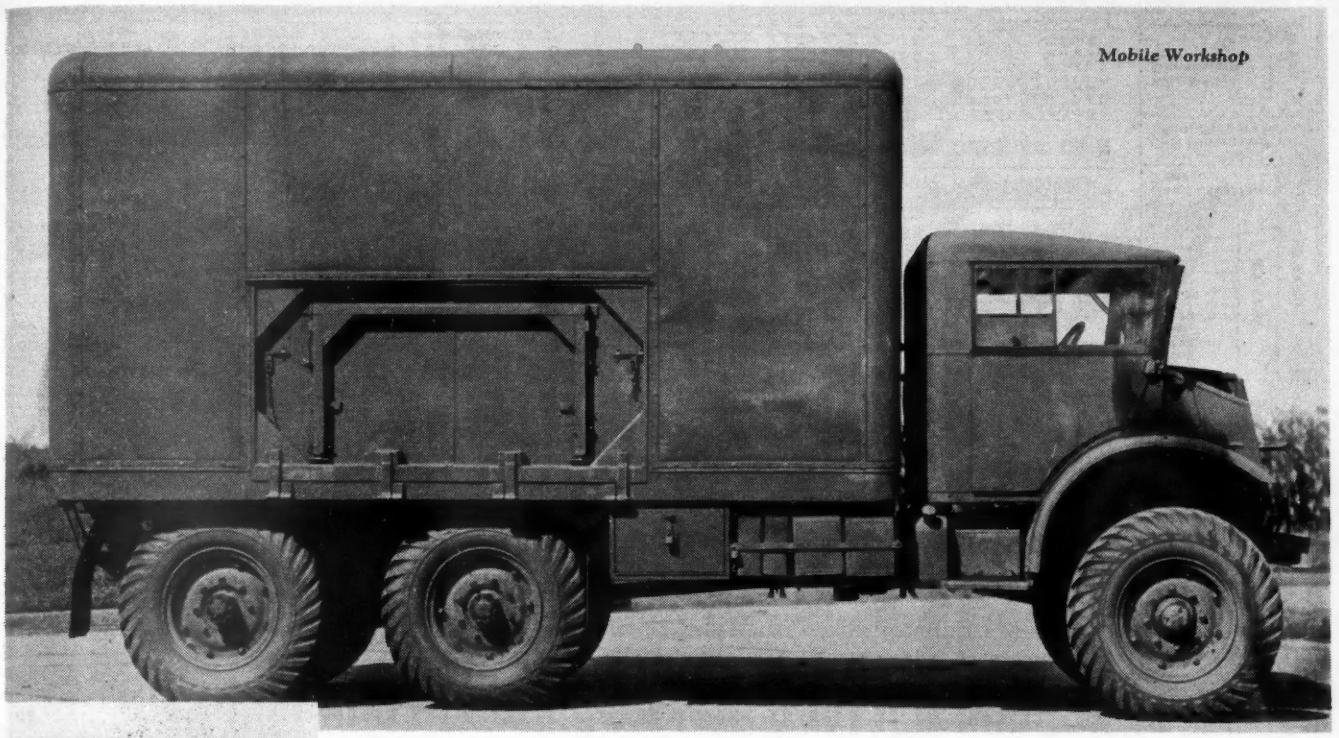
PRESSED STEEL HEAT-TREATED FRAMES FOR TRUCKS & TRAILERS

PARISH

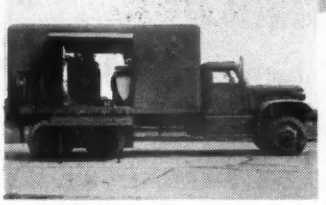
Line Number	MAKE AND MODEL	Chassis List Price	WHEELBASE Minimum Standard	WHEELBASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear Standard Front and Rear	TIRE SIZES Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings Number, Diameter and Length	Governor Standard	TRANSMISSION Make and Model	TRANSMISSION Forward Sp'ds	REAR AXLE Make and Model	REAR AXLE Gear and Type	REAR AXLE Drive & Torque	REAR AXLE Gear Ratio Range in High	FRONT AXLE Make and Model	BRAKES SERVICE Make Location Type Operat'n	BRAKES SERVICE Lining Area	BRAKES SERVICE Drum Area	BRAKES SERVICE Drum Material	BRAKES Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME Side Rail Dimensions	FRAME Type
	Dodge (Cont.)																														
1	WK-60	x2074	152	205	20000	5770	8.25/20D	10.00/20	Own	6-3¾x5	331	5.85	240	110-3200	7-3x12	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O4IHV	407	685	CI	TX	66½	8½x2⅞x¼	C
2	WKA-60	x2259	152	205	20000	5995	8.25/20D	10.00/20	Own	6-3¾x5	331	5.85	240	110-3200	7-3x12	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O4IHV	407	685	CI	TX	66½	8½x2⅞x¼	C
3	(D) WKD-60	x3298	152	205	20000	6035	8.25/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12	Y	Cla	5	Tim	SF	H	6.16-7.40	Tim	O4IHV	407	685	CI	TX	66½	8½x2⅞x¼	C
4	(D) WKDA-60	x3483	152	205	20000	6260	8.25/20D	10.00/20	Own	6-3¾x5	331	14.8	240	100-2600	7-3x12	Y	Cla	5	Eat	SFd	H	Dual Ra.	Tim	O4IHV	407	685	CI	TX	66½	8½x2⅞x¼	C
5	Duplex T	2400	136	190	18000	6000	8.25/20D	9.00/20	Her JXD	6-4x4¼	320	5.8	225	95-2800	7-2½x10	Y	Fu 5A330	5	Tim 56411	SF	H	6.16-7.40	Tim 32502	L4IHV	420	654	A	TX	59	9x3½x¼	C
6	SC	3710	166	190	22000	7600	9.00/20D	9.75/20	Bud K369	6-4¼x4¾	369	5.3	235	99-2600	7-3x11½	Y	Spl 3353	5	Wis 72300H	2F	R	6.36-8.40	Shu 5572	L4IHV	420	654	A	CD	73¼	9x3½x¼	C
7	SAC	4995	166	210	26000	8360	10.00/20D	11.00/20	Bud K428	6-4⅝x4¾	428	5.3	280	107-2600	7-3x11½	Y	Spl 3353	5	Tim 75743H	2F	R	7.37-9.41	Shu 5572	L4IHV	504	767	A	CD	79¼	9x3½x¼	C
8	SAC-H	4995	166	210	28000	8630	10.00/20D	11.00/20	Her YXC2	6-4½x4¾	453	5.4	325	110-2200	7-3x14	Y	Spl 3353	5	Tim 75743H	2F	R	7.37-9.41	Shu 5572	L4IHV	504	767	A	CD	79¼	9x3½x¼	C
9	K	5980	166	210	32000	9750	11.00/20D	12.00/20	Bud L-525	6-4½x5½	525	5.3	340	112-2200	7-3x11½	Y	Spl 5351	5	Tim 76810	2F	R	6.86-9.20	Shu 639	L4IHV	554	844	A	CD	79	10½x3¼x¼	C
10	K-H	5980	163	210	32000	10200	11.00/20D	12.00/20	Her RXC	6-4⅝x5¼	529	5.4	385	132-2300	7-3x14¼	Y	Spl 5351	5	Tim 76810	2F	R	6.86-9.20	Shu 639	L4IHV	554	844	A	CD	79	10½x3¼x¼	C
11	L	7550	172	210	40000	11000	12.00/24D	12.00/24	Bud LO-525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Spl 7341	12	Tim 79733W	2F	R	7.97-12.14	Shu 639	WS4IA	724	984	A	CD	86¾	10½x3¼x¼	C
12	Federal (●) 8	595	102	128	7000	2500	6.00/16S	7.50/17S	Her QXB3F	6-3¼x4½	205	5.9	144	66-3500	7-2½x10	N	WG-T9	4	Tim 51521H	8F	H	4.11-4.86	Tim 29500H	L4IH	210	308	a	TX	34½	6x2¼x¼	T
13	(6) 16	745	135	250	13000	3960	6.00/20S	7.50/20	Her JXFF	6-3½x4¼	232	6.1	164	75-3000	7-2½x10	N	WG T9	4	Tim 53547H	8F	H	5.14-6.66	Tim 30000H	L4IH	299	478	a	TX	56¾	8¼x2⅞x¾	T
14	(6) 17	870	135	250	14000	4250	6.00/20†S	8.25/20	Her JXGF	6-3½x4¼	245	5.7	174	79-3000	7-2½x10	Y	WG T9	4	Tim 53308H	8F	H	5.14-6.66	Tim 30000H	L4IH	299	478	a	TX	56¾	8¼x2⅞x¾	T
15	(6) 18	1045	135	250	15000	4350	6.00/20D	8.25/20	Her JXBF	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10	Y	WG T9	4	Tim 53308H	8F	H	5.14-6.66	Tim 30003H	L4IHV	302	528	a	TX	56¾	8¼x2⅞x¾	T
16	(6) 20	1245	135	250	17500	4850	6.50/20D	9.00/20	Her JXBF	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10	Y	WG T9	4	Tim 54411H	8F	H	5.83-6.80	Tim 31000H	L4IHV	330	578	a	TX	56¾	8¼x2⅞x¾	T
17	(6) 25	1545	135	250	19000	5200	7.00/20D	9.00/20	Her JXCF	6-3¾x4¼	282	5.9	208	85-2900	7-2½x10	Y	Cla 185F	4	Tim 55411H	8F	H	5.71-7.40	Tim 31000H	L4IHV	330	578	a	TX	56¾	8¼x2⅞x¾	T
18	(6) 29	1960	135	250	20000	5900	7.50/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10	Y	Cla 205V	5	Tim 56411H	8F	H	5.71-7.40	Tim 32514H	L4IHV	415	735	a	TX	56¾	8¼x2⅞x¾	T
19	(6) 35	2495	140	255	22500	6700	8.25/20D	10.00/20	Her WXC3	6-4¼x4½	383	6.1	285	114-2800	7-2¾x13¼	Y	Cla 205V	5	Tim 56411H	8F	H	5.71-7.40	Tim 32515H	L4IHV	415	735	a	TX	57	10¼x3¼x¼	T
20	(6) 45	3145	140	255	24000	7300	9.00/20D	11.00/24	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2¾x13¾	Y	Cla 270V	5	Tim 58301H	8F	H	5.57-7.80	Tim 33006H	L4IHV	504	844	a	TX	57	10¼x3¼x¼	T
21	(6) 55	3695	140	255	28000	8000	9.00/20D	11.00/24	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2¾x13¾	Y	Cla 270V	5	Tim 75743H	2F	R	7.00-9.50	Tim 35011H	L4IHV	504	844	a	PD	57	10¼x3¼x¼	T
22	62	5945	141	211	35000	10400	11.00/20D	12.00/24	Con 22RF	6-4½x5¼	501	5.2	400	150-2300	7-2¾x14½	Y	Cla 326VO	5	Tim 76810W	2F	R	6.07-10.42	Tim36000TW	WS4IA	620	921	a	TD	57	10¼x3¼x¼	TF
23	(6) (c.o.e.) 76	855	104	215	13000	4000	6.00/20S	7.50/20	Her JXFF	6-3½x4¼	232	6.1	164	75-3000	7-2½x10	N	WG T9	4	Tim 53547H	8F	H	5.14-6.66	Tim 31100H	L4IH	299	478	a	TX	60	8¼x2⅞x¾	T
24	(6) (c.o.e.) 77	980	104	215	14000	4300	6.00/20†S	8.25/20	Her JXGF	6-3½x4¾	245	5.7	174	79-3000	7-2½x10	Y	WG T9	4	Tim 53308H	8F	H	5.14-6.66	Tim 31100H	L4IH	299	478	a	TX	60	8¼x2⅞x¾	T
25	(6) (c.o.e.) 80	1355	104	215	17500	4900	6.50/20D	9.00/20	Her JXBF	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10	Y	WG T9	4	Tim 54411H	8F	H	5.83-6.80	Tim 31102H	L4IHV	330	578	a	TX	60	8¼x2⅞x¾	T
26	(6) (c.o.e.) 85	1665	104	215	19000	5250	7.00/20D	9.00/20	Her JXCF	6-3¾x4¼	282	5.9	208	85-2900	7-2½x10	Y	Cla 185F	4	Tim 55411H	8F	H	5.71-7.40	Tim 32515H	L4IHV	374	654	a	TX	60	8¼x2⅞x¾	T
27	(6) (c.o.e.) 89	2055	104	215	20000	5950	7.50/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10	Y	Cla 205V	5	Tim 56411H	8F	H	5.71-7.40	Tim 32515H	L4IHV	415	735	a	TX	60	8¼x2⅞x¾	T
28	(6) (c.o.e.) 90	2695	116	173	22500	6600	8.25/20D	10.00/20	Her WXC3	6-4¼x4½	383	6.1	285	114-2800	7-2¾x13¼	Y	Cla 205V	5	Tim 56411H	8F	H	5.71-7.40	Tim 35011H	L4IHV	415	735	a	TX	72	10x3¼x¼	T
29	(6) (c.o.e.) 92	3320	116	173	24000	7200	9.00/20D	11.00/24	HerWXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2¾x13¼	Y	Cla 270V	5	Tim 58301H	8F	H	5.57-7.80	Tim 35011H	L4IHV	504	844	a	TX	72	10x3½x¼	T
30	(6) (c.o.e.) 94	3845	116	173	28000	7900	9.00/20D	11.00/24	HerWXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2¾x13¼	Y	Cla 270V	5	Tim 75743H	2F	R	7.00-9.50	Tim 35011H	L4IHV	504	844	a	PD	72	10x3½x¼	T
31	Ford Reg. 21T-81		134	134			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	221	5.9	156	90-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	60.06	7x2.75x.21	CTf
32	Reg. 2GT-81		134	134			6.00/20†S	8.25/20-10	Own	6-3.3x4.4	226	6.7	180	90-3300	4-2.5x5.77	N	Own 1GT	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	60.06	7x2.75x.21	CTf
33	Reg. 29T-81		134	134			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	239	6.4	176	100-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	60.06	7x2.75x.21	CTf
34	Reg. 218T-81		158	158			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	221	5.9	156	90-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	84.06	7x2.75x.21	CTf
35	Reg. 2G8T-81		158	158			6.00/20†S	8.25/20-10	Own	6-3.3x4.4	226	6.7	180	90-3300	4-2.5x5.77	N	Own 1GT	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	84.06	7x2.75x.21	CTf
36	Reg. 298T-81		158	158			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	239	6.4	176	100-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	84.06	7x2.75x.21	CTf
37	(c.o.e.) 211W-81		101	101			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	221	5.9	156	90-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	59.60	7x2.75x.21	CTf
38	(c.o.e.) 291W-81		101	101			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	239	6.4	176	100-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	59.60	7x2.75x.21	CTf
39	(c.o.e. 21W-81		134	134			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	221	5.9	156	90-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	92.93	7x2.75x.21	CTf
40	(c.o.e. 29W-81		134	134			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	239	6.4	176	100-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	92.93	7x2.75x.21	CTf
41	(c.o.e.) 218W-81		158	158			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	221	5.9	156	90-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	117.0	7x2.75x.21	CTf
42	(c.o.e.) 298W-81		158	158			6.00/20†S	8.25/20-10	Own	8-3⅛x3¾	239	6.4	176	100-3800	3-2.25x5.65	N	Own O1T	4	Own	FS	H	5.14-6.67	Own	O4IH	303	506	A	TX	117.0	7x2.75x.21	CTf
43	1 Ton 21Y-81		122	122			6.00/17‡S	7.50/17	Own	8-3⅛x3¾	221	6.2	156	90-3800	3-2.25x5.65	N	Ow 11Y-21Y§	3	Own	FS	H	4.86-	Own	O4IH	187	308	A	2I	48.06	6x2.25x.19	CTf
44	1 Ton 2GY-81		122	122			6.00/17‡S	7.50/17	Own	6-3.3x4.4	226	6.7	180	90-3300	4-2.5x5.77	N	Ow 1GY-2GY§	3	Own	FS	H	4.86-	Own	O4IH	187	308	A	2I	48.06	6x2.25x.19	CTf
45	1 Ton 2NY-81		122	122			6.00/17‡S	7.50/17	Own	4-3⅛x3¾	120	6.0	84	40-3200	3-2.25x4.86	N	Ow 0NY	4	Own	FS	H	-6.67	Own	O4IH	187	308	A	2I	48.06	6x2.25x.19	CTf
46	¾ Ton 21D-81		122	122			6.50/16*S	7.00/16	Own	8-3⅛x3¾	221	6.2	156	90-3800	3-2.25x5.65	N	Ow 11Y-21Y§	3	Own	FS	H	4.86-	Own	O4IH	163	264	A	2I	48.06	6x2.25x.19	CTf
47	¾ Ton 2GD-81		122	122			6.50/16*S	7.00/16	Own	6-3.3x4.4	226	6.7	180	90-3300	4-2.5x5.77	N	Ow 1GY-2GY§	3	Own	FS	H	4.86-	Own	O4IH	163	264	A	2I	48.06	6x2.25x.19	CTf
48	¾ Ton 2ND-81		122	122			6.50/16*S	7.00/16	Own	4-3⅛x3¾	120	6.0	84	40-3200	3-2.25x4.86	N	Ow 0NY	4	Own	FS	H	-6.67	Own	O4IH	163	264	A	2I	48.06	6x2.25x.19	CTf
49	Com. Car 21C-81		114	114			6.00/16S	6.50/16	Own	8-3⅛x3¾	221	6.2	156	90-3800	3-2.25x5.65	N	Ow 2C1A-01A§	3	Own	8¾	H	3.78-4.11	Own	O4IH	163	264	A	2I	40.06	5.92x2.25x.15	CTf
50	Com. Car 2GC-81		114	114			6.00/16S	6.50/16	Own	6-3.3x4.4	226	6.7	180	90-3300	4-2.5x5.77	N	Ow 2GCB§	3	Own	8¾	H	3.78-4.11	Own	O4IH	163	264	A	2I	40.06	5.92x2.25x.15	CTf
51	Com. Car 2NG-81		114	114			6.00/16S	6.50/16	Own	4-3⅛x3¾	120	6.0	84	40-3200	3-2.25x4.86	N	Ow2NCA-2NC§	3	Own	8¾	H	4.55-	Own	O4IH	163	264	A	2I	40.06	5.92x2.25x.15	CTf
52	Gramm 11A	730	131	155	6500	2850	7.00/16S	7.50/16S	Her QXB3G	6-3¼x4½	205	5.8	144	66-3500	7-2½x10	N	WG T83	3	Spl 51-1	SF	H	**-5.10	Spl 50-1	L4IH	218	328	a	TX	60½	7x2¾x¼	T
53	(9) 21A	785	131	155	10000	3000	6.00/20S	32x6-8p	Her QXB3G	6-3¼x4½	205	5.8	144	66-3500	7-2½x10	N	WG T9	4	Cla R650	SF	H	4.62-6.17	Cla F182	L4IH	212	352	a	TX	60½	7x2¾x¼	T
54	(9) 31A	870	131	227	12000	3300	6.00/20S	32x6-8p	Her QXC3G	6-3½x4½	221	5.9	154	67-3000	7-2½x10	N	WG T9	4	Cla R750	SF	H	5.10-6.83	Cla F266	L4IH	233	392	a	TX	60½	7¼x2¾x¼	T
55	(9) 41A	930	131	227	14000	3750	6.00/20S	8.25/20	Her QXC3G	6-3½x4½	221	5.9	154	67-3000	7-2½x10	N	WG T9	4	Tim 53300	SF	H	4.57-6.60	Tim 30000H	L4IH	252	402	a	TX	60½	7¼x2¾x¼	T
56	(9) 46A	1150	131	227	14000	3900	6.00/20S	8.25/20	Her JXBG	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10	N	WG T9A	4	Tim 53300	SF	H	4.57-6.20	Tim 30000H	L4IH	252	402	a	TX	60½	7¼x2¾x¼	T
57	(9) 56A	1360	131	227	15000	4700	6.50/20D	8.25/20	Her JXBG	6-3⅝x4¼	263	6.1	187	82-3000	7-2½x10	N	WG T9A	4	Tim 54411	SF	H	4.12-6.80	Tim 31000H	L4IHV	334	578	a	TX	60½	10x2¾x¼	P
58	(9) 71A	1675	131	227	17000	5200	7.00/20D	9.00/20	Her JXCG	6-3¾x4¼	282	5.9	208	85-2900	7-2½x10	N	Cla 200V	5	Tim 55411	SF	H	5.71-7.40	Tim 31000H	L4IHv	334	578	a	TX	60½	10x2¾x¼	P
59	(9) 76A	1990	131	227	19000	5400	7.00/20D	9.75/20	Her JXDG	6-4x4¼	320	5.9	244	95-2800	7-2½x10	N	Cla 200V	5	Tim 56411	SF	H	4.44-7.40	Tim 32500H	L4IHV	334	578	a	TX	60½	10x2¾x¼	P
60	(9) 86A	2305	131	227	21500	5700	7.50/20D	10.50/20	Her JXDG	6-4x4¼	320	5.9	244	95-2800	7-2½x10	N	Cla 200V	5	Tim 58300	SF	H	5.25-7.80	Tim 33000H	L4IHV	380	660	a	TX	60½	10x2¾x¼	P
61	(9) 96A	3565	131	227	28000	8000	9.00/20D	10.50/20	HerWXLC3	6-4¼x4¾	404	5.9	294	118-2800	7-2¾x10	N	Cla 270V	5	Wis 1337H	2F	H	5.63-8.59	Tim 35000H	L4IHV	474	768	a	TX	60½	12x2¾x¼	P
62	(D) (9) D46A	2545	131	227	14000	4100	6.00/20S	8.25/20	Her DJXB	6-3½x4½	260	14.	178	77-2600	7-3x10	Y	Cla 185F	4	Tim 53300	SF	H	4.57-5.66	Tim 30000H	L4IH	252	402	a	TX	60½	7½x2¾x¼	T
63	(D) (9) D56A	2750	131	227	15000	4900	6.50/20D	8.25/20	Her DJXB	6-3½x4½	260	14.	178	77-2600	7-3x10	Y	Cla 185F	4	Tim 54411	SF	H	4.12-6.80	Tim 31000H	L4IHV	334	578	a	TX	60½	10x2¾x¼	P
64	(D) (9) D71A	3020	131	227	17000	5400	7.00/20D	9.00/20	Her DJXC	6-3¾x4½	298	14.	194	84-2600	7-3x10	Y	Cla 200V	5	Tim 55411	SF	H	5.72-6.29	Tim 31000H	L4IHV	334	578	a	TX	60½	10x2¾x¼	P
65	(D) (9) D76A	3410	131	227	19000	5700	7.00/20D	9.75/20	Bud 6DT31	6-3⅝x5½	317	14.	224	90-2300	7-3x9¼	Y	Cla 200V	5	Tim 56411	SF	H	4.44-7.40	Tim 32500H	L4IHV	334	578	a	TX	60½	10x2¾x¼	P
66	(D) (9) D86A	4445	131	227	21500	6000	7.50/20D	10.50/20	Bud 6DT38	6-3⅞x5½	389	14.	284	96-2100	7-3x12½	Y	Cla 270V	5	Tim 58300	SF	H	5.25-6.83	Tim 33000H	L4IHV	380	660	a	TX	60½	10x2¾x¼	P
67	(D) (9) D96A	5330	131	227	28000	8100	9.00/20D	10.50/20	Bud 6DT38	6-3⅞x5½	389	14.	284	96-2100	7-3x12½	Y	Cla 270V	5	Wis 1337H	2F	H	5.63-8.59	Tim 35000H	L4IHV	474	768	a	TX	60½	12x2¾x¼	P
68	GF	5775	150	225	24000	9050	9.75/20D	10.50/20	Her HXC	6-5¼x6	776	4.5	505	143-1600	7-3½x17	N	BL 744	4	Wis 1337H	2F	H	4.29*7.2	Tim 33000	L4IHV	474	768	a	TD	67	12x2½x¼	TP
69	Hug 85W	**	125	125	23000	7150	8.25/20D	9.00/20	Wau 6BZ	6-4x4¼	320	5.7	210	83-2500	7-2½x10¼	Y	Fu 5B33	5	Cla R1300	SF	H	**-7.16	Shu 632	L4IHV	442	689	a	TD	72	7x3¾x1	I
70	87W	**	134	134	31000	9540	11.00/20D	11.00/20	Wau 6MZR	6-4¼x4¾	404	5.3	286	95-2200	7-2½x12½	Y	Fu 5A43	5	Wis 1757	2F	T	**-9.2	Shu 647	L4IHV	548	867	a	TD	84	8x4¾x1	I
71	92U	**	134	134	37000	11600	11.00/24D	12.00/24	Wau6SRKR	6-4½x5⅛	517	4.5	365	125-2200	7-3x13½	Y	Fu 5A62	5	Wis 79746	2F	T	**-10.2	Shu 678	Ws4IA	760	1190	a	TD	84	8x4¾x1	I
72	(D) D92U	**	134	134	37000	12065	11.00/24D	12.00/24	Her DRXB	6-4½x6	448	17	370	100-1800	5-4½x11½	Y	Fu 5A62	5	Wis 79746	2F	T	**-10.2	Shu 678	Ws4IA	760	1190	a	TD	84	8x4¾x1	I
73	98	**	171	171	47500	13615	12.00/24D	14.00/24	Wau 6RBR	6-5x5½	677	5.3	480	144-1800	4-3½x11½	Y	Fu 8A86	8	Tim 79746	2F	T	**-10.2	Shu 1673	Ws4IA	760	1190	a	TD	90	9x4¾x¼	I
74	(D) D98	**	171	171	47500	13615	12.00/24D	14.00/24	Cum HB600	6-4½x6	672	17.	500	150-1800	7-4½x16½	Y	Fu 8A86	8	Tim 79746	2F	T	**-10.2	Shu 1673	Ws4IA	760	1190	a	TD	90	9x4¾x¼	I

† Rear 6.50/20. * Rear 7.00/16. ‡ Rear 7.00/17 6-ply. ± Rear 32x6 single. (●) Federal—Chassis weight shown is for average chassis without cab and complete with average size tires, tools, spare rim, fuel, oil and water. § Fingertip shifting on steering. ** Prices not available.

CONTINUED ON PAGE 94



Mobile Workshop



Mobile Workshop (Open)

HERE ARE FIVE DIFFERENT TYPES OF Ls COMBAT BODIES

IN SERVICE WITH THE ALLIED ARMIES

—built at different locations, all bodies meet rigid specifications—are always uniform

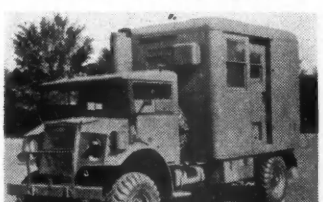
—builders go into production overnight without special tools or tooling

Saving time . . . saving steel . . . the Canadian Body Builders Association has done an excellent job of supplying the allied forces with dependable combat cars of many types.

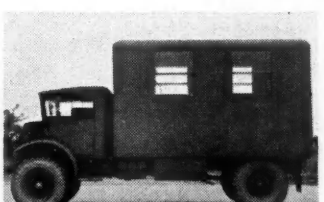
Assembled in different plants in different cities, production has been carefully scheduled and amazing uniformity has been maintained. Lindsay Structure has helped make these achievements possible. Die-rolled, die-drawn, die-cut sheets have made possible fast assembly—by unskilled workmen. No special equipment or tooling, even when design changes are made.

Furthermore, Ls has helped the limited supply of steel go as far as possible. Its high strength-weight ratios assure greater strength at a saving in metal (a half-ton in the case of the mobile workshop).

Do you know how easy it is to use Lindsay Structure? Phone or wire for information. Lindsay and Lindsay, Adams-Franklin Bldg., Chicago, Ill.; or 60 E. 42nd St., New York, N. Y.



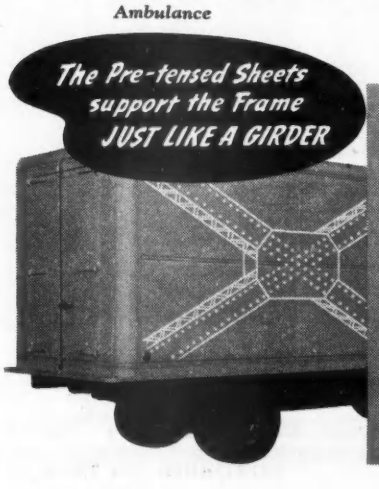
Mobile Dental Laboratory



Instrument Repair Lorry

Ambulance

Field Office



LINDSAY Ls STRUCTURE

REG. U. S. PAT. OFF.

U. S. Patents 2017629, 2263510, 2263511
U. S. and Foreign Patents and Patents Pending

Described in Sweet's Catalog File

LINDSAY STRUCTURE CAN SAVE THOUSANDS OF TONS OF STEEL PER MONTH

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	Forward Sp'ds	REAR AXLE: Make and Model	Gear and Type	Drive & Torque	Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	Lining Area	Drum Area	Drum Material	BRAKES: Hand Location Type	CoA Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
1	International (11)																														
2	.....K-1	550	113	125	4400	2190	6.00/16S	7.00/16S	O-GRD 214	6–3⅜x4½	213	6.3	160	82–3400	4–2⅝x6 ‡‡	N	O HDS	3	Own R1050	S½	H	3.72–5.11	Own F50	L4IH	164	316	s	2I	38	6x2¼x⅛	T
3	.....K-1-M	560	102	113	4600	2090	6.00/16S	7.00/16S	O-GRD 214A	6–3⅜x4½	213	6.3	160	82–3400	4–2⅝x6 ‡‡	Y	O SAHDSA	3	Own R1050	S½	H	3.72–5.11	Own F150	L4IH	164	316	s	TX	.....	6½x2¼x ‡‡	T
4	.....K-2	580	125	.	5200	2225	6.00/16S	7.00/16S	O-GRD 214	6–3⅜x4½	213	6.3	160	82–3400	4–2⅝x6 ‡‡	N	O HDS	3	Own R1050	S½	H	3.72–5.11	Own F50	L4IH	164	316	s	2I	50	6 ‡ x2¼x ‡	T
5	.....K-3	680	113	130	6650	2940	7.00/16S	6.50/16	O-GRD 214	6–3⅜x4½	213	6.3	160	82–3400	4–2⅝x6 ‡‡	N	O HDSA	3	Own R1150	S½	H	4.22–5.28	Own F150	L4IH	195	367	s	2I	38	6½x2¼x ‡‡	T
6	.....K-3-M	670	102	113	7000	2525	7.00/16S	7.50/16S	O-GRD 214A	6–3⅜x4½	213	6.3	160	82–3400	4–2⅝x6 ‡‡	Y	O SHDSA	3	Own R1150	S½	H	4.87–6.50	Own F260	L4IH	221	367	s	TX	.....	6½x2¼x ‡‡	T
7	(a).....K-4	710	113	159	10000	3175	32x6S	7.50/20	O-GRD 214	6–3⅜x4½	213	6.3	160	82–3400	4–2⅝x6 ‡‡	N	O H41B	4	Own R1350	S½	H	5.28–6.66	Own F250	LH4IH	226	406	c	TX	38	7x3x ‡	T
8	(a).....K-5	770	135	177	13500	3585	6.00/20D	8.25/20	O-GRD 233	6–3⅜x4½	233	6.3	181	93–3400	4–2⅝x6 ‡‡	N	O H41B	4	Own R1360	S½	H	5.28–6.66	Own F350	LH4IH	294	509	c	TX	60	8x3x ‡	T
9	(a).....K-6	1125	134	176	14500	4380	6.50/20D	8.25/20	O-BLD 250	6–3⅜x4½	251	6.3	200	100–3200	4–2.7x5 ‡‡	N	O H41C	4	Own R1450	S½	H	5.62–7.16	Own F470	LH4IHV	305	539	c	TX	60	8¼x3x ‡	T
10	(a).....K-7	1490	134	176	16500	4810	7.00/20D	9.00/20	O-BLD 269	6–3⅜x4½	269	6.3	222	100–3000	4–2.7x5 ‡‡	N	Own F51	5	Own R1560	S½	H	5.62–7.16	Own F470	LH4IHV	368	633	c	TX	60	8¼x3x ‡	T
11	(a,b,c).....K-8	2155	137	197	20000	6155	7.50/20D	10.00/20	O-FBC 318	6–3½x4½	318	5.4	241	100–2800	7–2.7x11 ‡‡	Y	Own F51	5	Own R1570	S½	H	5.62–7.16	Own F550	LH4IHV	407	709	c	PX	60	8¼x3½x ‡	T
12	(a,b,c).....K-10	3025	149	197	22500	7100	9.00/20D	11.00/20	O-FBC 361	6–4½x4½	361	5.2	268	111–2700	7–2.7x11 ‡‡	Y	Fu 5A430	5	Own R1670	S½	H	4.55–6.43	Own F650	LH4IHV	484	829	c	PX	72	9¼x3½x ‡	T
13	(a,c).....KR-11	4225	149	197	27000	8100	36x8D	12.00/20	O-FBC 401	6–4¼x5	401	5.2	308	114–2600	7–2.7x11 ‡‡	Y	Fu 5A430	5	Own R1700	2SF	H	5.02–9.03	Own F750	Ws4IA	616	1030	G	PX	72	10x3½x ‡	T
14	(c).....A-8	6450	160	225	40000	11845	10.00/20D	40x10	O-FEB 648	6–5x5½	648	4.4	460	140–2100	7–3¼x17¾	Y	Own H7	5	Own R1800	2SF	H	4.95–7.98	Own F930	Ws4IA	616	1030	G	PD	72	12½x1½x3½	T
15	(a).....K-5-COE	965	87	117	14000	3805	6.00/20D	8.25/20	O-GRD 233A	6–3⅜x4½	233	6.3	181	93–3400	4–2⅝x6 ‡‡	N	Own H4A	4	Own R1360	S½	H	5.28–6.66	Own F470	LH4IH	294	509	c	TX	72	6½x2½x ‡	T
16	(a).....K-7-COE	1730	87	153	17000	5090	7.00/20D	9.00/20	O-BLD 269A	6–3⅜x4½	269	6.3	222	100–3000	4–2.7x5 ‡‡	N	Own FF51	5	Own R1560	S½	H	5.62–7.16	Own F560	LH4IHV	390	681	c	TX	72	8¼x3x ‡	T
17	(a,b).....K-8-COE	2530	94	142	20000	6700	7.50/20D	10.00/20	O-FBC 318A	6–3½x4½	318	5.4	241	100–2800	7–2.7x11 ‡‡	Y	Own FF51	5	Own R1570	S½	H	5.62x7.16	Own F660	LH4IHV	417	727	c	TX	72	9¼x3½x ‡	T
18	(a).....KR-11-COE	4650	94	142	28000	8420	36x8D	12.00/20	O-FBC 401A	6–4¼x5	401	5.2	308	114–2600	7–2.7x11 ‡‡	Y	Fu 5F430	5	Own R1700	2SF	H	5.02–9.03	Own F920	Ws4IA	616	1030	G	TX	72	9¼x3½x¼	T
19	Kenworth.(D) 505	6055	168	204	24000	7350	9.00/20D	10.00/20	Cum HB4	4–4½x6	448	17.	335	100–1800	5–4½x11½	Y	Fu 5A620	5	Tim 58300	SF	H	5.25–7.80	Tim 32502	L4IHV	384	659	a	TD	84	7½x3¼x½	C
20	.....(D) 506	6368	168	204	24800	7700	9 00/20D	11.00/20	Cum HB4	4–4½x6	448	17.	335	100–1800	5–4½x11½	Y	Fu 5A620	5	Tim 55743	2F	H	6.85–8.64	Tim 32502	L4IHV	478	768	a	TD	84	7½x3¼x½	C
21	.....(D) 507	6820	168	204	32000	8600	10.00/20D	11.00/22	Cum HB4	4–4½x6	448	17.	335	100–1800	5–4½x11½	Y	Fu 5A620	5	Tim 76800	2F	H	6.02–9.20	Tim 35100	L4IHV	510	867	a	TD	84	7½x3¼x½	C
22	.....(D) 511	8427	187	205	28000	10700	9.00/22D	10.00/22	Cum HB6	6–4½x6	672	17.	500	150–1800	7–4½x16½	Y	BL 7641	4	Tim T18000	CF	R	6.04–10.5	Tim 36000	Ws4IA	614	922	a	TD	102	9¼x3¼x ‡	C
23	.....(D) 521	7844	190	225	35000	10000	9.00/20D	11.00/20	Cum HB6	6–4½x6	672	17.	500	150–1800	7–4½x16½	Y	BL 7641	4	Tim 76800	2F	H	6.02–9.20	Tim 36000	Ws4IA	704	1050	a	TD	103	9¼x3¼x ‡	C
24	525	5202	168	204	26300	8400	9.00/20D	11.00/24	Bud LO525	6–4½x5½	525	5.5	385	135–2200	7–3x11½	▲	Fu 5A-620	5	Tim 75743	2F	H	6.85–9.41	Tim 35100	L4IHV	510	867	a	TD	84	7½x3¼x½	C
25	526	5566	168	204	32000	8700	10.00/20D	11.00/22	Bud LO525	6–4½x5½	525	5.5	385	135–2200	7–3x11½		Fu 5A-620	5	Tim 76800	2F	H	6.02–9.20	Tim 35100	L4IHV	510	867	a	TD	84	7½x3¼x½	C
26	536	2597	159	195	18000	5350	7.50/20D	9.00/20	Wau BZR	6–4x4¼	320	6.2	230	110–3100	7–2⅝x10¼	Y	Fu 5B330	5	Tim 54411	SF	H	5.84–6.80	Tim 32502	L4IHV	338	578	a	TX	84	7½x3¼x½	C
27	537	2825	159	195	21000	5550	7.50/20D	10.00/20	Wau BZR	6–4x4¼	320	6.2	230	110–3100	7–2⅝x10¼	Y	Fu 5B330	5	Tim 56411	SF	H	6.17–7.40	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
28	538	3013	159	165	24000	6050	8.25/20D	10.00/20	Wau BZR	6–4x4¼	320	6.2	230	110–3100	7–2⅝x10¼	Y	Fu 5B330	5	Tim 58300	SF	H	5.25–7.80	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
29	529	3905	168	204	24000	7400	8.25/20D	10.00/20	Wau MZR	6–4½x4¾	404	5.9	300	112–2600	7–2½x12½	Y	Fu 5A430	5	Tim 58300	SF	H	5.25–7.80	Tim 32502	L4IHV	384	659	a	TX	84	7½x3¼x½	C
30	530	4370	168	204	24800	7700	9.00/20D	11.00/20	Wau MZR	6–4½x4¾	404	5.9	300	112–2600	7–2½x12½	Y	Fu 5A430	5	Tim 75743	2F	H	6.83–9.41	Tim 32502	L4IHV	478	768	a	TX	84	7½x3¼x½	C
31	531	4900	168	204	32000	8150	10.00/20D	11.00/24	Wau MZR	6–4½x4¾	404	5.9	300	112–2600	7–2½x12½	Y	Fu 5A430	5	Tim 76800	2F	H	6.02–9.20	Tim 35100	L4IHV	510	867	a	TX	84	7½x3¼x½	C
32	La France- EH5B	**	175	215	18000	7150	8.25/20D	9.00/20	Wau 6BZ	6–4x4¼	320	5.7	210	86–3000	7–2½x10 ‡	Y	Fu 5A33	5	Tim 56411H	SF	R	5.71–7.40	Tim 35000H	L4IHV	384	784	a	TX	96	9x3¼x¼	L
33	Republic..EH5D	**	175	215	18000	7225	8.25/20D	9.00/20	Wau 6BZ	6–4x4¼	320	5.7	210	86–3000	7–2½x10 ‡	Y	Fu 5A33	5	Tim 76411H	2F	R	7.35–8.21	Tim 35000H	L4IHV	384	784	a	TX	96	9x3¼x¼	L
34	.....EH6B	**	175	215	20000	7250	8.25/20D	9.75/20	Wau 6BZ	6–4x4¼	320	5.7	210	86–3000	7–2½x10 ‡	Y	Fu 5A33	5	Tim 58300H	SF	R	5.57–7.80	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
35	.....EH6D	**	175	215	20000	7325	8.25/20D	9.75/20	Wau 6BZ	6–4x4¼	320	5.7	210	86–3000	7–2½x10 ‡	Y	Fu 5A33	5	Tim 72300H	2F	R	5.77–8.40	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
36	.....FH5B	**	175	215	22000	7600	9.00/20D	9.75/20	Wau 6MZR	6–4½x4¾	404	5.3	286	97–2400	7–2½x12½	Y	Fu 5A430	5	Tim 58300H	SF	R	5.57–7.80	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
37	.....FH5D	**	175	215	22000	7675	9.00/20D	9.75/20	Wau 6MZR	6–4½x4¾	404	5.3	286	97–2400	7–2½x12½	Y	Fu 5A430	5	Wis 72300H	2F	R	5.77–8.40	Tim 35000H	L4IHV	384	794	a	TX	96	9x3¼x¼	L
38	.....HH7	**	175	215	26000	8475	9.75/20D	10.50/22	Wau 6MZR	6–4½x4¾	404	5.3	286	97–2400	7–2½x12½	Y	Fu 5A430	5	Wis 1337H	2F	R	6.85–9.41	Tim 35000H	L4IHV	463	885	a	TX	96	9x3¼x¼	L
39	.....KH2	**	175	215	27500	8900	9.75/20D	10.50/24	Wau6SRKR	6–4½x5½	517	5.5	368	125–2300	7–3x13¼	Y	Fu 5A620	5	Wis 1337H	2F	R	6.85–9.41	Tim 35100H	L4IHV	495	983	a	TX	96	9x3¼x¼	L
40	.....MH5	**	175	215	32000	9750	9.75/20D	10.50/24	Wau 6SRLR	6–4½x5½	462	5.5	328	111–2400	7–3x13¾	Y	Fu 5A620	5	Wis 1757H	2F	R	6.86–9.20	Tim 26452H	L4IHV	495	971	a	TX	96	9¼x3½x⅝	L
41	Reo.....19	947	120	235	.....	3760	6.00/20†	7.50/20	Own GC-228	6–3⅝x4¼	228	6.2	177	83–3200	7–2½x10.6	Y	Cla 185F	4	Tim 53308	SF	H	5.14–6.7	Tim 30000	L4IH	327	478	c	TX	60	8½x2 ‡‡ x ‡	T
42	20	1211	120	235	.....	4320	6.00/20D	8.25/20	Own GC-245	6–3½x4¾	245	6.2	191	89–3100	7–2½x10.6	Y	Cla 185F	4	Tim 54412	SF	H	4.85–6.8	Tim 30000	L4IH	327	478	c	TX	60	9x3x¼	T
43	21	1730	120	235	.....	4820	7.00/20D	8.25/20	Own GC-288	6–3½x5	288	6.0	221	88–2800	7–2½x10.6	Y	Cla 231F	4	Tim 55411	SF	H	5.71–7.4	Tim 31107	L4IHV	354	578	c	TX	60	9x3x¼	T
44	22	2103	120	235	.....	5825	7.50/20D	9.00/20	Own GC-310	6–3⅝x5	310	5.8	240	93–2700	7–2½x10.6	Y	Cla 231F	4	Tim 56411	SF	H	6.16–7.4	Tim 31107	L4IHV	402	663	c	TX	60	9¼x3 ‡ x ‡	T
45	23	2550	120	235	.....	6525	8.25/20D	9.75/20	Own GC-310	6–3⅝x5	310	5.8	240	93–2700	7–2½x10.6	Y	Cla 205V	5	Tim 58300	2F	H	7.35–8.4	Tim 32502	L4IHV	406	666	c	TX	60	9¼x3 ‡ x ‡	T
46	.....23H	3009	120	235	.....	6525	8.25/20D	9.75/20	Wau6MKR	6–4½x4¾	381	5.6	270	98–2500	7–2⅝x12½	Y	Cla 205V	5	Tim 58300	2F	H	7.35–8.4	Tim 32502	L4IHV	406	666	c	TX	60	9¼x3 ‡ x ‡	T
47	25	3768	120	235	.....	7150	9.00/20D	11.00/20	Wau 6MZR	6–4½x4¾	404	5.6	288	106–2600	7–2½x12.5	Y	Cla 270V	5	Tim 1337	2F	H	8.59–1.0	Tim 35000	L4IHV	476	.....	c	TX	60	9¼x3 ‡ x ‡	T
48	27	5792	132	220	.....	8586	10.00/20D	11.25/20	Wau6SRKR	6–4½x5½	517	5.5	369	127–2400	7–3x13.8	Y	Cla 326V	5	Tim 1757	2F	H	9.47–8.81	Tim 36000	Ws4IA	518	775	c	TD	60	9¼x3 ‡ x ‡	.....
49	Sterling (16) MC96	**	145	218	24000	8000	9.00/20D	11.00/20D	Wau 6MKR	6–4½x4¾	381	5.3	270	98–2500	7–2⅝x12½	Y	Fu 5A430	5	Own 96H	CD	R	7.74–10.83	Tim 33000H	L4IHV	500	832	a	TX	63	9x3¼x¼	S
50	.....(16) HC105	**	142	215	26000	8900	10.00/20D	11.00/22D	Wau 6MZR	6–4½x4¾	404	5.6	286	106–2500	7–2½x12½	Y	Fu 5A43*	5	Own 137H	CD	R	7.40–10.82	Tim 35100H	L4IHV	532	930	a	TX	63	9x3¼x¼	A
51	.....(16) HC115	**	142	215	30000	10025	10.00/20D	11.00/24D	Wau6SRKR	6–4½x5½	517	5.5	369	125–2250	7–3x13¼	Y	Fu 5A62*	5	Own 137W	CD	R	7.40–10.82	Tim36000TW	Ws4IA	648	1196	a	TX	63	9¼x3½x⅝	A
52	.....HC144	**	142	215	36000	10475	10.00/22D	12.00/24D	Wau6SRKR	6–4½x5½	517	5.5	369	125–2250	7–3x13¼	Y	Fu 5A62*	5	Own 144W	CD	R	7.40–10.82	Tim36000TW	Ws4IA	708	1196	a	TX	63	9¼x3½x⅝	A
53	.....HC145	**	142	215	36000	10475	10.00/22D	12.00/24D	Wau6SRKR	6–4½x5½	517	5.5	369	125–2250	7–3x13¼	Y	Fu 5A62*	5	Own 145W	CD	R	7.40–10.82	Tim36000TW	Ws4IA	708	1196	a	JX	63	9¼x3½x⅝	A
54	.....HC147	**	142	215	36000	10900	10.00/22D	12.00/24D	Wau6SRKR	6–4½x5½	517	5.5	369	125–2250	7–3x13¼	Y	Fu 5A62*	5	Own 147W	CD	R	7.40–10.82	Tim36000TW	Ws4IA	708	1196	a	TX	63	9¼x3½x⅝	A
55	.....(16) HC156	**	155	215	40000	11925	11.00/24D	12.00/24D	Wau6SRKR	6–4½x5½	517	5.5	369	125–2250	7–3x13¼	Y	Fu 5A62*	5	Own 150W	CD	R	7.31–10.68	Tim27451TW	Ws4IA	708	1176	a	JX	76	9¼x3½x⅝	A
56	.....(16) HC165	**	155	215	40000	12000	11.00/24D	12.00/24D	Wau6SRKR	6–4½x5½	517	5.5	369	125–2250	7–3x13¼	Y	Fu 5A62*	5	Own 152W	CD	R	7.31–10.68	Tim27451TW	Ws4IA	708	1176	a	TX	76	9¼x3½x⅝	A
57	.....(16) HC175	**	165	225	45000	13725	12.0/24D•	13.0/24D¶	Wau 145GS	6–4½x6	638	6.1	480	152–2100	7–3½x17¾	Y	Fu 4B86*	4	Own 185W	CD	R	7.31–10.68	Tim27451TW	Ws4IA	708	1176	a	TX	77	9¼x3½x⅝	A
58	.....(16) HC185	**	165	225	48000	14275	12.0/24D•	14.0/24D¶	Wau 145GK	6–5¼x6	779	6.2	585	186–2100	7–3½x17¾	Y	Fu 4B86*	4	Own 185W	CD	R	7.31–10.68	Tim27451TW	Ws4IA	708	1176	as	TX	77	9¼x3½x⅝	A
59	.....(16) HC200	**	165	225	50000	15325	13.0/24D•	14.0/24D¶	Wau 145GK	6–5¼x6	779	6.2	585	186–2100	7–3½x17¾	Y	Fu 4B86*	4	Own 200W	CD	R	7.31–10.68	Tim27451TW	Ws4IA	708	1176	as	JX	77	9¼x3½x⅝	Y
60	.....(16) HC250	**	177	191	60000	17600	14.0/24D¶	14.0/24D¶	Wau 145GK	6–5¼x6	779	6.2	585	186–2100	7–3½x17¾	Y	Fu 4B86*	4	Own 250W	CD	R	7.31–10.68	Tim27451TW	Ws4IA	708	1176	as	JX	96	12x3½x⅝	Y
61	Stewart.....49A	**	144	224	19500	5950	7.00/20D	9.00/20	Wau 6BZ	6–4x4¼	318	5.7	210	86–3000	7–2⅝x10 ‡	Y	Fu 5B330	5	Tim 56400	FS	R	6.83–7.80	Cla 450	L4IHV	408	742	E	T	64	10x2¾x ‡	T
62	.....58A	**	140	228	22000	7100	7.50/20D	10.00/20	Wau 6MZR	6–4½x4¾	404	5.3	300	105–2500	7–2⅝x12½	Y	Fu 5B430	5	Eat 1801	FS	R	7.16	Tim 35000	L4IHV	478	848	E	T	64 ‡‡	10x2¾x ‡	T
63	.....59A	**	140	228	25000	7490	8.25/20D	11.00/20	Wau 6MZR	6–4½x4¾	404	5.3	300	105–2500	7–2⅝x12½	Y	Fu 5B430	5	Eat 2680	F2	R	8.50	Tim 35100	L4IHV	510	990	E	T	64 ‡‡	10x2¾x ‡	T
64	.....38A	**	140	228	27000	8250	9.00/20D	11.00/20	Wau6SRKR	6–4½x5½	517	5.5	369	110–2400	7–3x13¼	Y	Spi 5351	5	Tim 75743	F2	R	7.37–8.64	Eat 570	L4IHV	510	990	E	T	64	10x2¾x ‡	T
65	Studebaker....M5	**	113	....	4200	1970	6.00/16	7.50/16	Own IL	6–3x4	170	6.5	134	80–4000	4–2 ‡ x5 ‡	N	Own664949	3	Own 665892	SF	H	4.55–4.82	Own 665290	L4IH	157	276	Co	2I	45 ‡‡	7x1 ‡‡ x ‡	T
66	.....M15	**	120	152	10000	2680	6.00/17	7.50/17	Own IL	6–3x4	170	6.5	134	80–4000	4–2 ‡ x5 ‡	N	Own664249	4	Own 664435	FF	H	5.14–6.66	Own 666276	L4IH	216	342	N	TX	52 ‡‡	8 ‡ x2½x ‡	T
67	.....M16	**	128	195	13500	3180	6.00/20¢	8.25/20	Own IT	6–3 ‡ x4½	226	6.5	176	94–3600	4–2½x5 ‡‡	N	Own664430	4	Own 665171	FF	H	5.14–6.66	Own 666029	L4IH	280	442	N	TX	60	8½x2 ‡‡ x ‡	T
	Truckstell																														
68	...(C) TRC-18-5	2256	114	197	18500	5870	8.25/20D	9.00/20	Chev	6–3 ‡ x3 ‡	235	6.6‡	192	93–3000	4–2¾x5 ‡	N	Chev BL	12	Cla 1300	SF	H	6.83	Chev	L4IHV	412	603	a	D	74	7½x3x ‡	C
69	...(C) TRF-18-5E	2294	114	197	18500	5870	8.25/20D	10.00/20	Ford	8–3 ‡ x3 ‡	239	....	176	95–3600	3–2.5x4.7	N	Ford BL	12	Cla 1300	SF	H	6.83	Ford	L4IHV	407	602	a	T	73	7½x3x ‡	C
70	...(C) TRF-18-5S	2297	114	197	18500	5850	8.25/20D	10.00/20	Ford	8–3.3x4.4	266	6.7	180	90–3300	4–2.5x4.4	N	Ford BL	12	Cla 1300	SF	H	6.83	Ford	L4IHV	407	602	a	T	73	7½x3x ‡	C
71	(C)TRC-18-5CO	2378	114	197	18500	5870	8.25/20D	9.00/20	Chev	6–3 ‡ x3 ‡	235	6.6‡	192	93–3000	4–2¾x5 ‡	N	Chev BL	12	Cla 1300	SF	H	6.83	Chev	L4IHV	412	603	a	D	74	7½x3x ‡	C
72	(C)TRF-18-5ECO	2425	114	197	18500	5870	8.25/20D	10.00'20	Ford	8–3 ‡ x3 ‡	239	...	176	95–3600	3–2.5x4.7	N	Ford BL	12	Cla 1300	SF	H	6.83	Ford	L4IHV	407	602	a	T	73	7½x3x ‡	C

† Rear 32 x 6. ± Rear 32 x 6 single. • 11.25/24 single front. ¶ 12.00/24 single front. ** Prices not available at this time. * 3 speed auxiliary transmission standard.

CONTINUED ON PAGE 96

3 Exclusive Advantages

that give Midland Kits greater safety and dependability

Wartime schedules demand Midland dependability

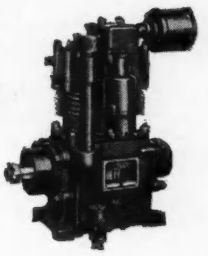
YOU must "keep 'em rolling" today. Don't risk the serious delays or damage that can result from faulty brakes. Safeguard every truck with Midland Power Brakes.

Midland Brakes are thoroughly engineered—quickly and easily installed—interchangeable in fleet operation—and backed by Midland's "Factory Rebuilt Exchange Plan."

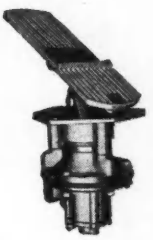
Ask your distributor about the Midland Brake Surety Plan and Midland Power Brake Kits.

THE MIDLAND STEEL PRODUCTS CO.
CLEVELAND, OHIO

IMPROVED 7.3 CU. FT. COMPRESSOR
for Double Air Capacity



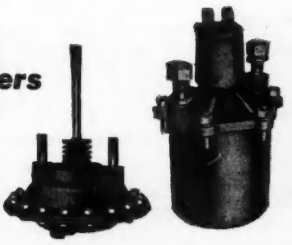
Assures ample reserve pressure for heavy traffic and hilly roads. Self-lubricated. Governor operates directly on inlet valves.



FULLY COMPENSATING TREADLE VALVE
for Perfect Control

This foot control valve is the same as used on the heaviest vehicles. Releases any amount of air up to full tank pressure *without fanning pedal.*

YOUR CHOICE
of diaphragm chambers or cylinders



Midland kits are made flexible to suit your own individual preference.

MIDLAND
CHRISTENSEN
POWER BRAKES

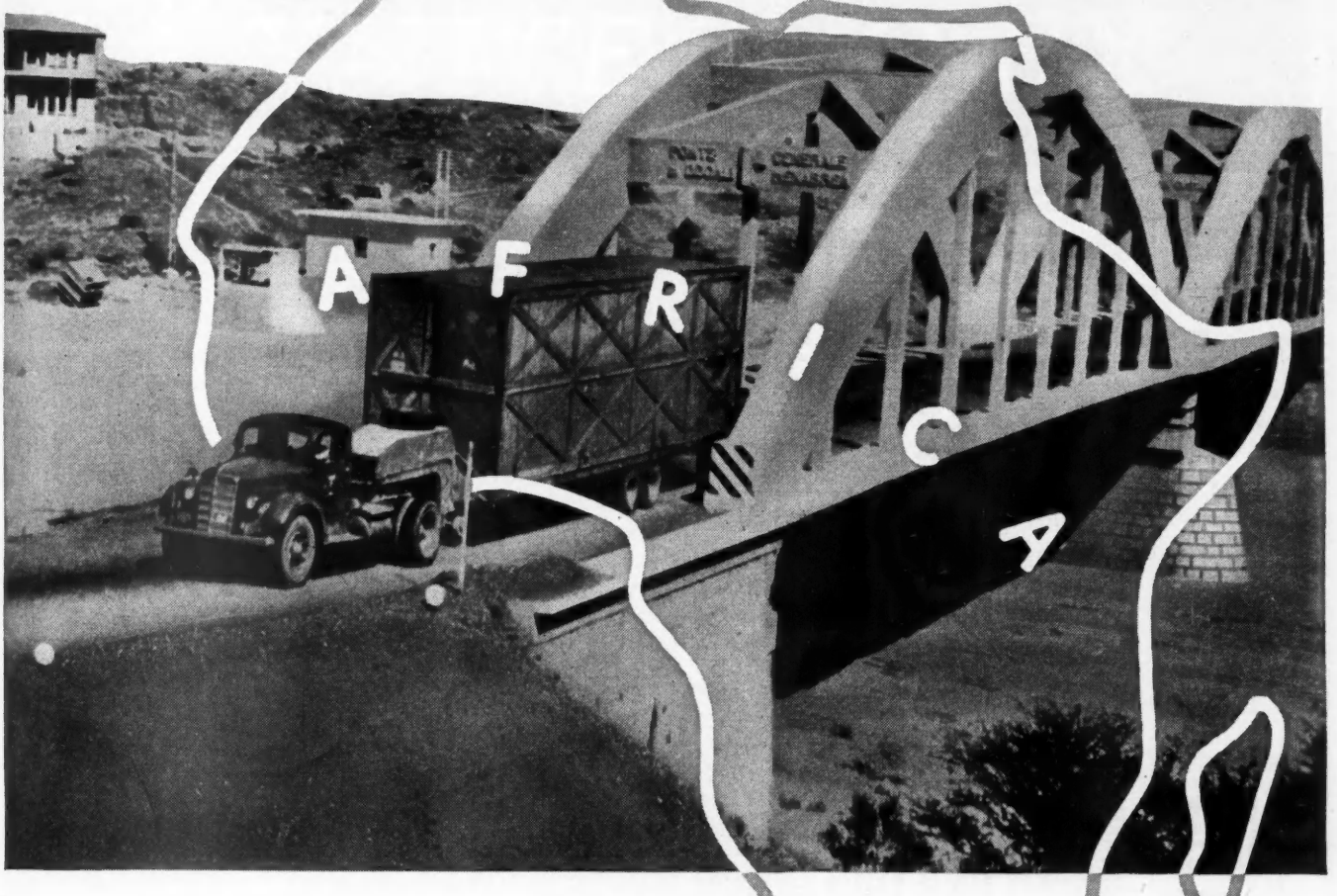
"Those Who Know POWER BRAKES... Choose MIDLAND"

Line Number	MAKE AND MODEL	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	TRANSMISSION: Forward Sp'ds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive & Torque	REAR AXLE: Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make	BRAKES SERVICE: Location Type Operat'n	BRAKES SERVICE: Lining Area	BRAKES SERVICE: Drum Area	BRAKES SERVICE: Drum Material	Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
	Truckstell (Cont.)																															
1	(C)TRF-18-5SCO	2410	114	197	18500	5850	8.25/20D	10.00/20	Ford	6-3.3x4.4	266	6.7	180	90-3300	4-2.5x4.4	N	Ford BL	12	Cla 1300	SF	H	6.83	Ford	L4IHV	407	602	a	T	73	7½x3x⅜	CCCC
2	..(C)TRC-35BM	2772	134	160	.....	5450	7.50/20	8.25/20	Chev▲	6-3⅞x3⅝	235	6.61	192	93-3000	4-2¾x5½	N	Cla	4	Chev 2	SF	H	5.64-8.22	Chev	O4IHV	330	478	a	2I	57¾	7x2¾x⅜	
3	(C)TRC-35BMO	2881	109	158	.....	5500	7.50/20D	9.00/20	Chev▲	6-3⅞x3⅝	235	6.61	192	93-3000	4-2¾x5½	N	Cla	4	Eat 1475	SF	H	6.50-9.02	Chev	O4IHV	330	478	a	2I	62½	7½x3x⅜	
4	..(C)TRC-40BM	3353	134	160	.....	5650	7.50/20D	9.00/20	Chev▲	6-3⅞x3⅝	235	6.61	192	93-3000	4-2¾x5½	N	Cla	4	Eat 1475	SF	H	6.50-9.02	Chev	O4IHV	330	478	a	2I	62½	7½x3x⅜	
5	(C)TRC-40BMO	3462	109	158	.....	5650	7.50/20D	9.00/20																								
6	Ward La Fr...125	3654	187	200	21000	8000	9.00/20D	9.75/20	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 5A430	5	Tim 58300H	SF	R	5.25-7.8	Tim 33000H	L4IHV	389	660	a	TD	108½	12x3¼	PTTTTT
7	131	4460	204	215	26000	8500	9.75/20D	10.50/20	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 5A430	5	Wis 1337H	2F	R	5.60-9.4	Tim 35000H	L4IHV	448	768	a	CD	125	12x3¼	
8	136	4961	204	215	26000	8700	9.75/20D	10.50/20	Wau SRLR	6-4⅜x5½	462	5.0	332	112-2400	7-3x13½	Y	Fu 5A620	5	Wis 1337W	2F	R	5.60-9.4	Tim 35000H	L4IHV	448	768	a	CD	125	12x3¼	
9	156	6250	156	218	36000	10000	10.50/20D	11.25/24	Wau SRLR	6-4⅜x5½	462	5.0	332	112-2400	7-3x13½	Y	Fu 5A430	5	Wis 1757W	2F	R	6.00-9.2	Tim 26452TW	Ws4IA	544	867	a	CD	77½	12x3¼	
10	.....156S	6450	156	218	40000	10500	10.50/20D	12.00/24	Wau SRLR	6-4⅜x5½	462	5.0	332	112-2400	7-3x13½	Y	Fu 5A620	5	Wis 1910W	2F	R	7.10-10.	Tim 26452TW	Ws4IA	544	867	a	CD	77½	12x3¼	
11	201	7591	156	218	40000	10000	10.50/20D	11.25/24	Wau SRKR	6-4⅝x5½	517	5.0	365	126-2400	7-3x13⅛	Y	Fu 5A430	5	Tim 58300H	SF	R	5.25-7.8	Tim 33000H	L4IHV	389	660	a	TD	108½	12x3¼	TTTTTT
12	.....55RH	5350	156	218	36000	10000	10.50/20D	11.25/24	Wau GAK	6-5½x5½	784	5.1	550	155-2000	7-	Y	Fu 4A86	4	Wis 1910W	2F	R	7.10-10.0	Tim26452TW	Ws4IA	544	867	a	CD	122	12x3¼	TTTTTT
13	.....(D) 127D	5655	187	215	21000	8500	9.00/20D	9.75/20	Wau SRKR	6-4⅝x5½	517	5.0	365	126-2400	7-3x13⅛	Y	Fu 5A620	5	Tim 76793H	2F	R	6.00-9.20	Tim26482H	L4IHV	488	921	a	CD	77½	12x3¼	TTTTTT
14	.....(D) 138D	7414	204	215	26000	10000	9.75/20D	10.50/20	Cum AA6	6-4x5	377	14.	270	100-2200	7-3x13⅛	Y	Fu 5A620	5	Tim 58300H	SF	R	5.25-7.80	Tim 33000H	L4IHV	389	660	a	TD	108½	12x3¼	TTTTTT
15	.....(D) 156D	8159	156	218	36000	10400	10.50/20D	11.25/24	Her DRXB	6-4⅜x5¼	474	14.	350	120-2000	7-3x13⅛	Y	Fu 5A620	5	Wis 1337TW	2F	R	5.60-9.40	Tim35000TW	Ws4IA	544	867	a	CD	77½	12x3¼	TTTTTT
16	.....(D) 176D	8259	156	230	36000	10900	10.50/20D	11.25/24	Her DRXB	6-4⅜x5¼	474	14.	350	120-2000	7-3x13⅛	Y	Fu 5A620	5	Wis 1757KW	2F	R	6.00-9.20	Tim26452TW	Ws4IA	544	867	a	CD	77½	12x3¼	TTTTTT
17	.....(D) 201D	8591	156	218	40000	11500	10.50/20D	11.25/24	Cum HB600	6-4⅛x6	672	17	500	150-1800	7-4½x16½	Y	Fu 4A86	4	Wis 1757W	2F	R	6.00-9.2	Tim 26452TW	Ws4IA	544	867	a	CD	77½	12x3¼	TTTTTT
18	.....(c.o.e.) H	4250	132	Opt	23000	8800	9.00/20D	10.50/20	Cum HB600	6-4⅛x6	672	17	500	150-1800	7-4½x16½	Y	Fu 4A86	4	Wis 1910W	2F	R	7.10-10.0	Tim 26452TW	Ws4IA	544	867	a	CD	77½	12x3¼	TTTTTT
19	.....(c.o.e.) K	5643	146	Opt	28000	9500	9.75/20D	10.50/24	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 5A620	5	Wis 1337 H	2F	R	5.6-9.4	Shu 672B1	L4IHV	448	....	a	CD	122	12x3¼	TTTTTT
20	.....(c.o.e.) L	6651	146	Opt	36000	10000	10.50/20D	10.50/24	Wau SRLR	6-4⅜x5½	462	5.0	332	112-2400	7-3x13⅛	Y	Fu 5A620	5	Wis 1757W	2F	R	6.00-9.2	Shu 673B12	Ws4IA	544	....	a	CD	122	12x3¼	TTTTTT
21	.....(c.o.e.) J	4893	132	Opt	28000	9000	9.75/20D	10.50/20	Wau SRKR	6-4⅝x5½	517	5.0	365	126-2400	7-3x13⅛	Y	Fu 5A430	5	Wis 1337H	2F	R	5.60-9.40	Shu 672B1	L4IHV	448	....	a	TD	122	12x3¼	TTTTTT
22	.....(c.o.e.) LD	8709	146	Opt	36000	11000	10.50/20D	10.50/24	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2⅝x12½	Y	Fu 4A86	4	Wis 1757W	2F	R	6.00-9.2	Shu 673B12	Ws4IA	544	....	a	TD	122	12x3¼	TTTTTT
23	.....(c.o.e.) MD	8951	146	Opt	40000	12500	10.50/20D	10.50/24	Cum HB600	6-4⅛x6	672	17.	500	150-1800	7-4½x16½	Y	Fu 4A86	5	Wis 1910W	2F	R	7.10-10.0	Shu 673B12	Ws4IA	544	....	a	TD	122	12x3¼	TTTTTT
24	Warford (C) DC-2	2875	163	200	26500	6200	32x6D	8.25/20	Ford V-8	8-3⅛x3⅜	221	6.1	156	90-3800	3-2.5x4.7	N	Ford Own	8	Ford	SF	A	6.67	Ford	6IHV	501	712	A	FX	89	7½x3x½	CCCC
25	.....(C) WC-2	2875	163	204	26500	6100	32x6D	8.25/20	Chev.	6-3½x3⅜	217	6.5	174	90-3200	4-2¾x5⅛	N	Chev. Own	8	Chev.	HY	A	6.17	Chev.	6IHV	545	710	A	4I	86¾	7½x3x½	
26	.....(C) DC-1	2875	163	200	30000	6400	7.50/20D	8.25/20	Ford V-8	8-3⅛x3⅜	239	6.1	176	100-3600	3-2.5x4.7	N	Ford Own	8	Ford	SF	A	6.67	Ford	6IHV	501	712	A	FX	89	7½x3x½	CCCC
27	.....(C) WC-1	2875	163	204	30000	6300	7.50/20D	8.25/20	Chev.	6-3⅞x3⅛	235	6.6	192	93-3200	4-2¾x5⅛	N	Chev. Own	8	Chev.	HY	A	6.17	Chev.	6IHV	545	710	A	4I	86¾	7½x3x½	
28	Willys..(18) SC442	410	104	104	3700	1285	5.50/16S	6.00/16S	Own 442	4 3½x4¼	134	6.1	106	61-3800	3-2.3x5.5	N	WG T84G	3	Sal 21-1	S	H	4.82	Own 442	B4IH	155	220	a	2I	32½	4¼x1¾x⅜	KX
29	.(18) SCOF442P	(18)	104	104	3900	1285	6.00/16S	(18)	Own 442P	4-3¼x4¼	134	6.1	106	61-3800	3-2.3x5.5	Y	WG T84G	3	Sal 21-1	S	H	4.82	Own 442P	B4IH	155	220	a	2I	.....	4¼x1¾x⅜	KX
	Four-Wheel-Drive																															
30	Corbitt...(10) F-12	2375	Opt	Opt	12500	4460	6.50/20D	8.25/20	Con A6244	6-3⅛x4½	244	5.4	170	83-3200	4-2¾x6¼	N	WG T9	8	Tim 53521H	SF	H	5.14-6.6	Wis F30B	L4IH	270	452	a	TX	Opt	7¾x3½x⅜	T
31	.....(10) F-14	3200	Opt	Opt	14500	5060	7.50/20D	8.25/20	Con M6271	6-3⅝x4½	271	5.7	191	85-2900	7-2¾x12⅛	N	Cla B116C	8	Tim 54411H	SF	H	5.83-6.8	Wis F544B	L4IH	335	578	a	TD	Opt	8x3½x¼	TTT
32	.....(10) F-18	4500	Opt	Opt	19500	6900	8.25/20D	9.00/22	Con B6371	6-4½x4⅝	371	5.7	280	100-2650	7-2¾x13½	N	Fu 5A430	10	Wis 5002L	2F	H	6.62-8.21	Wis F551H	L4IHV	335	578	a	TD	Opt	9x2½x¼	TTT
33	.....(10) F-19	4300	Opt	Opt	23500	9000	9.00/20D	9.75/22	Con M-6330	6-4x4⅝	330	5.5	238	103-3000	7-2¾x12⅛	Y	Fu 5A330	10	Wis 5002L	2F	H	6.62-8.21	Wis F213H	L4IHV	534	786	a	TD	Opt	8¼x3⅛x⅜	TTT
34	.....(10) F-23	5500	Opt	Opt	27500	10000	9.75/22D	10.50/22	Con 20-R	6-4½x4¾	428	5.0	325	125-2400	7-2¾x13⅛	N	Fu 5A430	10	Wis 72300H	2F	H	6.36-8.59	Wis F313H	L4IHV	625	976	a	TD	Opt	12¼x3¼x⅜	TTT
35	.....(10) F-27	6800	Opt	Opt	35500	12500	10.50/20D	11.25/24	Con 21-R	6-4½x4¾	501	5.9	400	150-2200	7-2¾x12⅛	N	Fu 5A620	10	Wis 1337BH	2F	H	6.39-9.16	Wis F417KW	Ws4IA	701	976	a	TD	Opt	12¼x3¼x⅜	TTT
36	.....(10) F-35	8500	Opt	Opt					Con 22-R	6-4½x5½						Y	Fu 5A620	10	Wis 1737KW	2F	H										
37	F. W. D.....HS	*2960	132	156	15000	z6600	7.00/20D	8.25/20	Wau BK	6-3¾x4¼	282	6.0	189	84-2800	7-2½x10¼	Y	Fu 5B33	5	Own HS	SF	H	7.10-7.85	Own HS	L4IHV	367	578	G	T4	67¾	9x3x¼	TTT
38	.....HA	*3420	132	156	17000	z6800	7.50/20D	9.00/20	Wau BZ	6-4x4¼	320	5.9	222	95-2800	7-2½x10¼	Y	Fu 5A43	5	Own H	SF	H	7.30-8.06	Own H	L4IHV	391	660	G	T4	67¾	9x3x¼	
39	.....HR	*3980	144	154	20000	z7800	7.50/20D	10.00/20	Wau MKR	6-4¼x4¾	381	5.75	270	98-2500	7-2½x12½	Y	Own U	5	Own U	BF	H	6.72-8.84	Own U	L4IHV	391	660	G	T4	79¾	9x3x¼	
40	.....CU	*4920	150	182	22000	z9500	10.00/20S	Opt	Wau MZR	6-4¼x4¾	404	5.6	288	106-2500	7-2½x12½	Y	Fu 5A43	5	Own U	BF	H	6.72-8.84	Own U	L4IHV	496	867	G	T4	90	7⅛x3x⅜	
41	.....CUA	*4640	150	182	22000	z9350	10.00/20S	Opt	Wau MZR	6-4¼x4¾	404	5.6	288	106-2500	7-2½x12½	Y	Own U	5	Own U	BF	H	6.72-8.84	Own U	L4IHV	496	867	G	T4	90	7⅛x3x⅜	
42	.....SU	*5640	150	182	25000	z10150	12.00/20S	Opt	Wau SRLR	6-4⅜x5½	462	5.5	330	112-2400	7-3x10¼	Y	Fu 5A62	5	Own U	BF	H	6.72-8.84	Own U	L4IHV	496	867	G	T4	90	8x3x⅜	
43	.....SUA	*5440	150	182	25000	z10059	12.00/20S	Opt	Wau SRLR	6-4⅜x5½	462	5.5	330	112-2400	7-3x10¼	Y	Own U	5	Own U	BF	H	6.72-8.84	Own U	L4IHV	496	867	G	T4	90		
44	.....YU	*6300	150	182	26000	z10300	11.00/20D	Opt	Wau SRKR	6-4⅝x5½	517	5.5	369	126-2300	7-3x10¼	Y	Own U	5	Own U	BF	H	6.72-8.84	Own U	L4IHV	496	867	G	T4	90		
45	.....MJ6	*7040	150	180	30000	z13250	11.00/20D	Opt	Wau SRKR	6-4⅝x5½	517	5.5	369	126-2300	7-3x10¼	Y	Own M	10	Wis 1337	2F	H	6.65-8.67	Wis 1337	L4IHV	578	976	G	T4	90	10⅛x3x⅜	CCCCTT
46	.....M6	*7850	150	180	32000	z13800	11.00/20D	Opt	Wau 140GK	6-4½x5½	525	5.8	410	138-2300	7-3¼x13⅜	Y	Own M	10	Wis 1757	2F	H	6.42-8.47	Wis 1757	L4IHV	578	976	G	T4	90	10⅛x3x⅜	
47	.....M7	*8800	150	180	38000	z14000	13.00/20S	Opt	Wau 145GK	6-5¼x6	779	5.6	580	162-2000	7-3½x17⅝	Y	Own M	10	Wis 1757	2F	H	6.42-8.47	Wis 1757	L4IHV	578	976	G	T4	90	10⅛x3x⅜	
48	.....M10	*10400	150	180	42000	z14250	14.00/20S	Opt	Her HXE	6-5¾x6	935	5.5	610	198-2000	7-3½x16½	Y	Fu 5B330	5	Own HS	SF	H	7.16-9.23	Wis 1910	Ws4IA	639	976	G	T4	67¾	9x3x¼	
49	.....(T) T26	*2990	132	156	(x)	z6600	7.00/20D	8.25/20	Wau BK	6-3¾x4¼	282	5.7	189	84-2800	7-2½x10¼	Y	Fu 5B330	5	Own H	SF	H	6.48-8.78	Own HS	L4IHV	367	578	G	T4	67¾	9x3x¼	
50	.....(T) T30	*3450	132	156	(x)	z6800	7.50/20D	9.00/20	Wau BZ	6-4x4¼	320	5.9	222	95-2800	7-2½x10¼	Y	Fu 5A430	5	Own H	SF	H	6.66-9.04	Own H	L4IHV	391	660	G	T4	67¾	9x3x¼	
51	.....(T) T32	*4010	132	154	(x)	z7800	7.50/20D	10.00/20	Wau MKR	6-4¼x4¾	381	5.7	270	98-2500	7-2½x12½	Y	Own H	5	Own H	SF	H	6.66-9.04	Own H	L4IHV	391	660	G	T4	67¾	9x3x¼	
52	Kenworth.....539	6730	134	146	24000	10180	9.00/20D	10.00/24	Wau MZR	6-4¼x4¾	404	5.9	300	112-2600	7-3x11½	Y	Fu 5A62	5	Wis 72300	2F	H	5.77-8.40	Wis F207	L4IHV	458	785	a	PD	72	7½x3¼x½	CCC
53	540	7976	134	146	27700	10310	10.00/20D	10.00/24	Wau MZR	6-4¼x4¾	404	5.9	300	112-2600	7-3x11½	Y	Fu 5A62	5	Wis 1337	2F	H	6.85-9.41	Wis F323	Ws4IA	648	975	a	PD	72	7½x3¼x½	CCC
54	541	8619	134	146	27700	10650	10.00/20D	10.00/24	Bud LO525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Fu 5A62	5	Wis 1337	2F	H	6.85-9.41	Wis F323	Ws4IA	648	975	a	PD	72	7½x3¼x½	CCC
55	542	9253	134	146	35000	10935	10.50/20D	11.00/24	Bud LO525	6-4½x5½	525	5.5	385	135-2200	7-3x11½	Y	Fu 5A62	5	Wis 1757	2F	H	6.02-8.50	Wis F427	Ws4IA	648	975	a	PD	72	7½x3¼x½	CCC
56	Marmon-(C) LD6-4	**	114	114	4500	2719	7.50/15S	7.50/15S	Ford V8†	8-3⅛x3⅜	221	6.1	150	90-3800	3-2.5x4.71	N	Ford	4	Ford	8¾	U	**-4.55	Own LD5	FO4IH	162	264	ac	2I	40⅛	5⅜x2½x.15	TI
57	Herr. (C) OT5-4	**	122	122	6800	3972	7.00/18S	7.50/18S	Ford V8†	8-3⅛x3⅜	221	6.1	150	90-3800	3-2.5x4.71	N	Ford	4	Ford	SF	H	*-4.86	Own OT4	FO4IH	201	308	ac	TX	60⅛	7x2¾x.21	TT
58	.....(C) MM5-4	**	134	134	13500	4361	6.00/20D	7.50/20	Ford V8†	8-3⅛x3⅜	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Ford	SF	H	**-6.67	Own IX4-11	FO4IH	303	506	ac	TX	84⅛	7x2¾x.21	TT
59	.....(C) MM6-4	**	158	158	13500	4441	6.00/20D	7.50/20	Ford V8†	8-3⅛x3⅜	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Ford	SF	H	**-6.67	Own IX4-11	FO4IH	303	506	ac	TX	93	7x2¾x.21	TT
60	(C) (c.o.e.) MM5-4	**	134	134	13500	4531	6.00/20D	7.50/20	Ford V8	8-3⅛x3⅜	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Ford	SF	H	**-6.67	Own IX4-12	FO4IH	303	506	ac	TX	117	7x2¾x.21	TT
61	(C) (c.o.e.) MM6-4	**	158	158	13500	4611	6.00/20D	7.50/20	Ford V8	8-3⅛x3⅜	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Ford	SF	H	**-6.67	Own IX4-12	FO4IH	303	506	ac	TX	117	7x2¾x.21	TT
62	.....DSD100-4	**	143	Op	13200	5040	6.50/20D	7.50/20	Her JXB	6-3¾x4¼	263	5.4	182	78-2800	7-2½x10⅜	N	WG T9WG	4	Tim MH1011	SF	H	*-6.8	TWH 101	L4IH	267	452	a	TX	60	7⅛x2½x⅛	TCC
63	.....DSD200-4	**	143	Op	13200	5500	7.00/20D	7.50/20	Her JXC	6-3¾x4¼	282	5.3	196	84-2800	7-2½x10⅜	N	Ful 5A33	5	Tim MH1011	SF	H	*-6.8	TWH 101	L4IH	267	452	a	TX	60	7⅛x2½x⅛	
64	.....DSD300-4	**	143	Op	15900	5764	7.50/20D	8.25/20	Her JXD	6-4x4¼	320	5.3	224	95-2800	7-2½x10⅜	N	Ful 5A33	5	Tim MH1022	SF	H	*-6.8	TWH 102	L4IH	281	527	a	TX	60	7⅛x2½x⅛	
65	.....DSD400-4	**	158	Op	19500	7782	8.25/20D	9.00/20	Her WXC3	6-4¼x4½	383	5.0	260	106-2800	7-2¾x13¼	Y	Ful 5A430	5	Tim MH1033	SF	H	*-6.83	TWH-103	L4IH	342	578	a	FD	72	9⅛x3x¼	
66	.....DSD500-4	**	158	Op	23400	8680	9.00/20D	9.75/20	Her WXLC3	6-4¼x4¾	404	5.0	293	118-2800	7-2¾x13¼	Y	Ful 5A430	5	Tim MH1044	SF	H	*-7.8	TWH 104	L4IH	384	785	a	FD	72	9⅛x3x¼	
67	.....DSD-550-4	**	158	Op	23400	8940	9.00/20D	9.75/20	Her RXB	6-4½x5¼	501	5.4	360	121-2200	7-3x13¼	Y	Ful 5A620	5	Wis MH1066	2F	H	*-7.52	WH 106	L4IH	738	975	a	FD	72	9⅛x3x¼	
68	...DSD550DR-4	**	158	Op	23400	9950	9.00/20D	9.75/20	Her RXB	6-4½x5¼	501	5.4	360	121-2200	7-3x13¼	Y	Ful 5A620	5	Wis MH1055	2F	H	*-7.21	WH 105	L4IH	461	785	a	FD	72	10⅛x3x⅜	
69	.....DSD600-4	**	161	Op	23400	9700	9.00/20D	9.75/22	Her RXB	6-4½x5¼	501	5.4	360	121-2200	7-3x13¼	Y	Ful 5A620	5	Wis MH1077	2F	H	*-7.52	WH 107	Ws4IA	738	975	a	FD	72	10⅛x3x⅜	
70	.....DSD700-4	**	161	Op	25200	10300	9.75/20D	9.75/22	Her RXC	6-4⅝x5¼	529	4.9	390	131-2200	7-3x13¼	Y	Ful 5A620	5	Wis MH1088	2F	H	*-8.23	WH 108	Ws4IA	738	975	a	FD	72		
71	.....DSD800-4	**	161	Op	30000	10850	10.50/20D	10.50/22																								

† 6 cylinder engine may be installed. * Includes price of cab. ** Prices not available at this time. (x) Tire capacity governs gross load. ‡ All chassis weights include cab. * Prices subject to change without notice.
▲ This model has a Clark Automatic booster or auxiliary engine 3¼x4, 47 hp. @ 3200, 94 ft. lb. torque @ 1600 r.p.m. This in combination with Chev. 235 cu. in engine develops 208 ft. lb torque and 140 hp.

CONTINUED ON PAGE 98

The Censor passes an Acme News photo of a sturdy Mack Model EH tractor-trailer lugging a crated Curtiss P-40 Fighter into action in the ex-Italian colony of Eritrea.



THEY "ROLL" BEFORE THEY FLY OR FIGHT...

The average man in the street is apt to think of the air achievements of our day in terms of 50,000 foot ceilings and better than 400 mile-an-hour air speeds. But as everyone interested in truck transportation knows, something important, too, takes place on wheels before any plane leaves the ground.

Trucks help build those planes. Trucks like Macks haul raw materials and parts and even complete planes to and from aircraft factories.

Trucks help build airports. Macks are doing the heavy work in airport construction in many parts of the world. Mack "tankers" haul gas and oil to "keep 'em flying" once the airports are in service.

The fact is, the wheel is still the most useful invention ever made by man. And for 43 years nobody has put the wheel to better use in truck transportation than Mack.

Mack

TRUCKS

FOR EVERY PURPOSE

ONE TON TO FORTY-FIVE TONS

BUY U. S. WAR BONDS

Mack Trucks, Inc., Long Island City, N. Y. Factories at Allentown, Pa., Plainfield, N. J., New Brunswick, N. J. Factory branches and dealers in all principal cities for service and parts.

IF YOU'VE GOT A MACK, YOU'RE LUCKY . . . IF YOU PLAN TO GET ONE, YOU'RE WISE!

Line Number	MAKE AND MODEL	Wheels Driven	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	TRANSMISSION: Forward Sp'ds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive & Torque	REAR AXLE: Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	BRAKES SERVICE: Lining Area	BRAKES SERVICE: Drum Area	BRAKES SERVICE: Drum Material	BRAKES: Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
	Marmon-Herr																															
1	(Cont.) DSD900-4	**		195	Op	30000	13500	10.50/20D	10.50/22	Her HXD	6-5½x6	855	4.5	555	180-2200	7-3½x16¾	Y	Ful 4A86	4	Wis MH1088	2F	H	*-8.23	WH 108	Ws41A	738	975	a	FD	102	10 x3x3½	P
2	.....DSD1000-4	**		195	Op	40000	15650	10.50/24D	12.75/20	Her HXE	6-5¾x6	935	4.5	610	198-2200	7-3½x16½	Y	Ful 4A86	4	Wis MH1099	2F	H	*-8.88	WH 109	Ws41A	738	975	a	FD	102	10 x3x3½	P
3	(D) DD8D200-4	**		143	Op	13200	5675	7.50/20D	7.50/20	Her DJXB	6-3½x4½	260	14.	178	79-2600	7-3x10¾	N	Ful 5A33	5	Tim MH1011	8F	H	*-5.83	TWH 101	L41H	267	452	a	TX	60	7½x2½x1¼	C
4	(D) DD8D300-4	**		143	Op	15900	6155	7.50/20D	8.25/20	Her DJXC	6-3¾x4½	298	14.	208	83-2600	7-3x10¾	N	Ful 5A33	5	Tim MH1022	8F	H	*-5.83	TWH 102	L41H	281	527	a	TX	60	7½x2½x1¼	C
5	D DD8D550DR-4	**		158	Op	23400	10560	9.00/20D	9.75/20	Her DRXB	6-4½x5¼	474	14.	350	124-2200	7-3x13½	Y	Ful 5A620	5	Wis MH1066	2F	H	*-6.65	WH 106	L41H	738	975	a	FD	72	9¼x3x1¼	C
6	(D) DD8D700-4	**		161	Op	25200	10910	9.75/20D	9.75/22	Her DRXB	6-4½x5¼	474	14.	350	124-2200	7-3x13½	Y	Ful 5A620	5	Wis MH1077	2F	H	*-6.65	WH 107	Ws41A	738	975	a	FD	72	10 x3x	C
7	(D) DD8D800-4	**		161	Op	30000	11435	10.50/20D	10.50/22	Her DRXB	6-4½x5¼	474	14.	350	124-2200	7-3x13½	Y	Ful 5A620	5	Wis MH1088	2F	H	*-7.0	WH 108	Ws41A	738	975	a	FD	72	10 x3x	C
8	(D) DD8D900-4	**		198	Op	30000	14200	10.50/20D	10.50/22	Her DHXB	6-5x6	707	14.	530	176-1800	7-3¾x17	Y	Ful 4A86	4	Wis MH1088	2F	H	*-7.22	WH 108	Ws41A	738	975	a	FD	102	10 x3x3½	P
9	(D) DD8D1000-4	**		198	Op	40000	16375	10.50/24D	10.50/24	Her DHXB	6-5x6	707	14.	530	176-1800	7-3¾x17	Y	Ful 4A86	4	Wis MH1099	2F	H	*-7.95	WH 109	Ws41A	738	975	a	FD	102	10 x3x3½	P
10	Oshkosh....W-100	**		130	160	15000	6300	7.00/20D	8.25/20	Her JXC	6-3¾x4¼	282	5.3	215	87-3000	7-2½x10¼	Y	Fu 5B33	5	Own 100	8F	H	6.8	Own 100	L41H	335	578	a	TX	71	6x3½x1¼	Tfp
11	.....W-200	**		130	160	18000	6600	7.50/20D	8.25/20	Her JXD	6-4x4¼	320	5.3	230	96-2800	7-2½x10¼	Y	Fu 5B33	5	Own 200	8F	H	5.71	Own 200	L41H	335	578	a	TX	71	6x3½x1¼	Tfp
12	.....W-300	**		149	205	22000	9100	10.00/208	11.00/20	Her WXC3	6-4¼x4½	383	6.0	290	105-2500	7-2½x13¾	Y	Fu 5A43	5	Own 300	8F	H	7.8	Own 300	L41H	560	867	G	TX	82	8¼x3x3½	Tf
13	.....W-304	**		149	205	23600	9200	10.00/208	11.00/20	Her WXLC3	6-4¼x4½	404	6.0	310	118-2500	7-2½x13¾	Y	Fu 5A43	5	Own 304	8F	H	7.8	Own 304	L41H	560	867	G	TX	82	8¼x3x3½	Tf
14	.....W-400	**		150	205	25000	10350	11.00/208	12.00/20	Her YXC3	6-4½x4¾	478	4.7	345	116-2200	7-3x14	Y	Fu 5A620	5	Own 400	2F	H	8.6	Own 400	L41H	500	867	G	TX	82	8¼x3x3½	Tf
15	.....W-500	**		150	204	27000	10600	11.00/208	12.00/20	Her RXBO	6-4½x5¼	500	5.4	360	121-2200	7-3x12¾	Y	Fu 5A620	5	Own 500	2F	H	7.5-8.6	Own 500	L41H	630	975	G	TX	82	8¼x3x3½	Tf
16	.....W-600	**		150	204	27000	11100	11.00/20D	12.00/20	Her RXBO	6-4½x5¼	500	5.4	360	121-2200	7-3x12¾	Y	Fu 5A620	10	Own 600	2F	H	7.27-8.6	Own 600	L41H	630	975	G	TX	82	8¼x3x3½	Tf
17	.....W-700	**		150	204	30000	11500	11.00/20D	12.00/20	Her RXCO	6-4½x5¼	529	5.4	380	128-2200	7-3x12¾	Y	Fu 5A620	10	Own 700	2F	H	7.27-8.6	Own 700	L41H	630	975	G	TX	82	10¼x3x3½	Tf
18	.....W-800	**		150	204	31500	12300	11.00/20D	12.00/20	Her RXLD	6-4½x5¼	558	5.4	405	141-2200	7-3x12¾	Y	Fu 5A620	10	Own FD	2F	H	8.05-9.15	Own FD	L41H	630	975	G	TX	82	10¼x3x3½	Tf
19	.....W-900	**		150	190	38000	14200	12.00/20D	14.00/208	Cum 6HB	6-4½x6	672	...	500	150-1800	7-4½x16	Y	Fu 4A86	12	Own 900	2F	H	8.05-9.15	Own 900	L41HA	630	975	G	TX	82	10¼x3x3½	Tf
20	.....BG3	**		168	190	39000	14200	14.00/208	14.00/208	Her HXB	6-5x6	707	4.5	505	161-2100	7-3½x16¾	Y	Fu 4A86	4	Own BG	2F	H	4.7-6.8	Own BG3	B41DA	740	1190	G	TX	85	10x3¼x1½	L
21	.....GD	**		168	190	43000	14500	14.00/208	14.00/208	Her HXE	6-5¾x6	935	4.5	610	199-2000	7-3½x16½	Y	Fu 4A86	4	Own GD	2F	H	5.3-7.4	Own GD	B41DA	740	1190	G	TX	85	10x3¼x1½	L
22	Walter..(c.f.) FN	**		126	150	20000	7500	10.00/208	10.00/20	Wau MKR	6-4¼x4¼	381	5.3	270	90-2200	7-2½x10¼	Y	Own FJN	6	Own FNB	2D	H	6.0-8.0	Own FN	O41A	470	670	G	FI	84	7x2¼x1¼	T
23	.....(c.f.) FM	**		126	150	24000	8500	11.00/208	11.00/20	Wau SRLR	6-4½x5½	462	5.5	325	110-2200	7-3x13½	Y	Own FJD	6	Own FMB	2D	H	6.0-8.0	Own FM	O41A	470	670	G	FI	84	12x3½x1½	TB
24	.....(c.f.) FKM	**		126	150	26000	9000	11.00/20D	11.00/20	Wau SRKR	6-4½x5½	517	5.5	365	125-2200	7-3x13½	Y	Own FJD	6	Own FJB	2D	H	6.0-8.0	Own FJ	O41A	470	670	G	FI	84	12x3½x1½	TB
25	.....(c.f.) FCK	**		126	138	30000	10500	10.00/24D	11.00/24	Wau SRKR	6-4½x5½	517	5.5	365	125-2200	7-3x13½	Y	Own FC	6	Own FCC	2D	H	7.5-9.0	Own FC	O41A	585	890	D	FI	84	13x3¾x1½	TB
26	.....(c.f.) FC	**		138	162	32000	11000	10.00/24D	11.00/24	Wau SRKR	6-4½x5¾	517	5.5	365	125-2200	7-3x13½	Y	Own FC	6	Own FCC	2D	H	7.5-9.0	Own FC	O41A	585	890	D	FI	96	14x3¾x1½	TB
27	.....(c.f.) FB	**		138	162	32000	12000	11.00/24D	11.00/24	Wau 6RBR	6-5x5¾	677	5.3	485	150-2100	4-3½x11⅝	Y	Own FA	6	Own FCC	2D	H	7.5-9.0	Own FC	O41A	585	890	D	FI	96	14x3¾x1½	TB
28	.....(c.f.) FBR	**		138	162	42000	13000	12.00/24D	13.00/24	Wau 6RBR	6-5x5¾	677	5.3	485	150-2200	4-3½x11⅝	Y	Own FA	6	Own FCR	2D	H	7.5-9.0	Own FCR	O41A	585	890	D	FI	96	14x3¾x1½	TB
29	.....(c.f.) FXB	**		138	162	32000	12000	11.00/24D	12.00/24	Her HXE	6-5¾x6	935	4.5	610	200-2000	7-3½x16½	Y	Own FA	6	Own FCC	2D	H	7.5-9.1	Own FC	O41A	585	890	D	FI	108	14x3¾x1½	TB
30	.....(c.f.) FXR	**		138	162	42000	13000	12.00/24D	13.00/24	Her HXE	6-5¾x6	935	4.5	610	200-2000	7-3½x16½	Y	Own FA	6	Own FCR	2D	H	7.5-9.1	Own FX	O41A	585	890	D	FI	96	14x3¾x1½	TB
31	Ward La Fr...204		7650	156	Opt	50000	13000	10.50/20D	12.00/24	Wau SRKR	6-4½x5½	517	5.0	365	126-2400	7-3x13¾	Y	Fu 5A620	9	Wis 1757W	2F	8	**-9.20	Wis F427W	Ws4IA	544	976	a	TD	126	12x3¼	T
32	108		2750	Opt	Opt	15500	5500	7.00/20D	9.00/20	Wau BK	6-3¾x4¼	282	5.7	188	85-3200	7-2½x10¼	Y	Fu 5B33	5	Tim 54411	8F	H	5.83-6.80	Wis F5443	L41HV	335	....	...	CD	Opt	8x3	....
33	128		4550	Opt	Opt	22500	7800	10.00/20D	11.00/20	Wau MZR	6-4¼x4¾	404	5.7	305	112-2600	7-2½x12½	Y	Fu 5A43	5	Wis 72000	2F	H	5.00-7.27	Wis F213	L41V	534	867	...	CD	Opt	8x3	....
34	158		6800	Opt	Opt	35000	10000	11.00/20D	12.00/20	Wau 8RKR	6-4½x5½	517	5.0	365	126-2400	7-3x13¾	Y	Fu 5A62	..	Wis 1337	2F	H	5.79-9.16	Wis F417	L41A	654	867	...	CD	Opt	12x3¼	....

Six-Wheelers

		Wheels Driven																														
35	Cor-bitt(10)358B2	2F	4800	Opt	Op	35000	9100	9.00/20D	9.75/22	Con B6405	6-4 x4½	405	5.7	304	112-2600	7-2¼x13½	N	Fu 5A430	5	Ti SBT1500TW	SF	A	6.06-7.40	Ti 33000TW	Ws6IA	636	1094	a	TD	Opt	8½x3½x	T
36	(10)408B2	2F	5800	Opt	Op	40000	10700	9.75/20D	10.50/22	Con 21R	6-4½x4¼	428	5.0	325	125-2400	7-2½x13	N	Cla B116C	4	Ti SBD800H	SF	A	4.55-7.80	Ti 35100TW	Ws6IA	668	1193	a	TD	Opt	8½x3½x	T
37	(10)..188B4	4R	3950	Opt	Op	18000	5800	7.00/20D	7.50/20	Con A6244	6-3 x4¾	244	5.4	170	83-3200	4-2¾x6½	N	Cla B116C	4	Ti SBD800H	SF	A	6.26-8.05	Tim 30020H	L6IHV	382	608	a	TX	Opt	8x3½x¼	T
38	(10)..188B2	2F	2000	Opt	Op	18000	5300	7.00/20D	7.50/20	Con A6244	6-3 x4¾	244	5.4	170	83-3200	4-2¾x6½	N	Cla B116C	4	Ti SBT800H	SF	A	5.14-6.60	Tim 30020H	L6IHV	382	608	a	TX	Opt	8x3½x¼	T
39	(10)..258B2	2F	3750	Opt	Op	25000	7670	8.25/20D	9.00/20	Con M6290	6-3½x4¾	290	5.5	206	87-2800	7-2½x12	N	Fu 5A330	5	Ti SBT1000TW	SF	A	4.86-6.80	Ti 31000TW	Ws6IA	574	930	a	TX	Opt	8x3½x¼	T
40	(10)..258B4	4R	5720	Opt	Op	25000	9000	8.25/20D	9.00/20	Con M6290	6-3½x4¾	290	5.5	206	87-2800	7-2½x12	N	Fu 5A330	5	Ti SBD1000TW	SF	A	5.93-8.30	Ti 31000TW	Ws6IA	574	930	a	TX	Opt	8x3½x¼	T
41	(10)..358B4	4R	6380	Opt	Op	35000	10000	9.00/20D	9.75/22	Con E603	6-4¼x4½	383	5.6	280	104-2400	7-2½x13	N	Fu 5A430	5	TimSBD1500	SF	A	5.41-9.03	Ti 33000TW	Ws6IA	636	1094	a	TD	Opt	8½x3½x	T
42	(10)..408B4	4R	8800	Opt	Op	40000	11500	9.75/20D	10.50/22	Con 21R	6-4½x4½	428	5.0	325	125-2400	4-2¾x13	N	Fu 5A620	5	Tim SD252W	2F	A	5.90-8.40	Ti 35100TW	Ws6IA	668	1193	a	TD	Opt	8½x3½x	T
43	(10)..188B6	6	5500	Opt	Op	18000	7300	7.00/20D	8.25/20	Con A6244	6-3 x4¾	244	5.4	170	83-3200	7-2½x6½	N	Cla B116C	8	Ti SBD800H	SF	A	4.57-6.60	Wis F30B	L6IHV	396	678	a	TX	Opt	8x3½x¼	T
44	(10)..258B6	6	7500	Opt	Op	25000	8200	8.25/20D	9.00/22	Con M6330	6-4x4¾	330	5.5	238	103-3000	7-2½x12	N	Fu 5A330	10	TimSBD1000	SF	A	4.86-6.80	Wis F544H	Ws6IA	574	930	a	TD	Opt	8x3½x¼	T
45	(10)..408D6	6	8900	Opt	Op	40000	11700	9.00/20D	9.75/22	Con 22R	6-4½x5¼	501	5.9	400	150-2200	7-2½x12	N	Fu 5A620	10	Ti SD252TW	2F	A	6.41-9.33	Wis F209TW	Ws6IA	685	1220	a	TD	Opt	12x3¼x1¼	T
46	(10)..508D6	6	12300	Opt	Op	50000	14600	9.75/20D	10.50/22	Her HXC	6-5¼x6	779	5.3	555	178-2100	7-3½x17	N	Spi 7551	10	Tim SD352W	2F	A	7.33-9.11	Wis F310W	Ws6IA	1084	1626	a	TD	Opt	12½x3¼x	T
47	(10)..548D6	6	16900	Opt	Op	54000	15400	9.75/22D	10.50/22	Her HXC	6-5¼x6	779	5.3	555	178-2100	7-3½x17	N	BL 7541	8	Tim SD452W	2F	A	7.33-9.11	Wis F311W	Ws6IA	1084	1625	a	TD	Opt	12¼x3½x	T
48	Dart.....1000	4R	4050	161	268	24500	7540	32x6D	9.00/20	Her JXD	6-4x4¼	320	5.6	204	84-2800	7-2½x10¼	Y	Fu 5A330	5	Ti SBD1000H	2F	T	5.93-8.30	Tim 31005H	L6IHV	537	930	a	TX	Opt	10x3x1¼	L
49	1500	4R	5200	161	268	30000	10140	34x7D	9.75/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2½x13¾	Y	Fu 5A430	5	TimSBD1500	2F	T	5.41-9.03	Tim 33000H	L6IHV	603	1095	a	TD	Opt	10x3x1¼	L
50	252	4R	5600	152	268	33000	12794	34x7D	9.00/20	Her WXC3	6-4¼x4½	383	4.7	262	106-2800	7-2½x13¾	Y	Fu 5A430	10	Tim SD252H	2F	T	5.90-8.44	Tim 33000H	L6IHV	603	1095	a	TD	Opt	10x3x1¼	B
51	352	4R	9850	156	261	39000	15594	9.75/20D	10.50/24	Her RXLD	6-4½x5¼	558	4.9	410	144-2200	7-3x14	Y	Fu 5A620	12	Tim SD352W	2F	T	7.33-10.2	Ti 27450TW	Ws6IA	874	1517	a	TD	Opt	10x3½x	B
	Diamond-T																															
52	6128BD1000	4R	2950	174	224	26000	‡8500	7.50/20D	8.25/20	Her CBJXC	6-3¾x4¼	282	5.9	214	86-2800	7-2½x10¼	Y	Spi 2341	5	TiSBD1000H	SF	R	Opt.	Cla F324	L6IHV	565	959	A	PX	95	8 x3 x1¼	T
53	6148BD1500	4R	3880	175	225	32000	9500	8.25/20D	9.00/20	Her CBJXD	6-4x4¼	320	5.9	228	96-2800	7-2½x10¼	Y	Cla 200V	5	TiSBD1500H	SF	R	Opt.	Cla F324	L6IHV	657	1121	A	TD	96	8 x3 x1¼	T
54	7028BD1500	4R	4925	168	222	33000	11000	8.25/20D	9.00/20	H CBWXC3	6-4¼x4½	383	5.9	286	99-2600	7-2½x13¼	Y	Cla 270V	5	TiSBD1500H	SF	R	Opt.	Tim 33000H	L6IHV	680	1168	A	TD	98	10x3½x1¼	T
55	.7028D3000	4R	5380	168	222	36000	12500	8.25/20D	9.75/20	H CBWXC3	6-4¼x4½	383	5.9	286	99-2600	7-2½x13¼	Y	Cla 270V	5	Ti SD3000PA	2F	R	Opt.	Ti 35100TW	W6IA	1082	1569	A	TD	98	10x3½x1¼	T
56	8068BD1500	4R	5355	168	222	36000	12000	9.00/20D	9.00/20	CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2½x13¼	Y	Cla 270V	5	TiSBD1500H	SF	R	Opt.	Tim 35100H	L6IHV	718	1191	A	TD	98	10½x3½x	T
57	.8068D3000	4R	5885	168	222	40000	13000	9.00/20D	9.75/22	CBWXLC3	6-4¼x4¾	404	5.9	300	114-2400	7-2½x13¼	Y	Cla 270V	5	Ti SD3000PA	2F	R	Opt.	Ti 36020TW	Ws6IA	1082	1569	A	TD	98	10½x3½x	T
58	.9008D3000	4R	7215	168	222	40000	14000	9.00/20D	9.75/22	CBRXLC3	6-4½x5¼	529	5.4	365	136-2100	7-3x13¼	Y	Cla 326	5	Ti SD3000PA	2F	R	Opt.	Ti 36020TW	Ws6IA	1082	1569	A	TD	98	10½x3½x	T
59	....9008D454	4R	7830	170	224	50000	15500	9.75/20D	10.50/24	CBRXLC3	6-4½x5¼	529	5.4	365	136-2100	7-3x13¼	Y	Cla 326	5	Tim SD454W	2F	R	Opt.	Ti 36020TW	Ws6IA	1014	1517	A	TD	100	10½x3½x	T
60	..(D) 9108D	454	9760	170	224	50000	17000	9.75/20D	10.50/24	Cum HB600	6-4½x6	672	17.	500	150-1800	7-4½x16¾	Y	Sp 7641,703	12	Tim SD454W	2F	R	Opt.	Ti 36020TW	Ws6IA	1014	1517	A	TD	88½	10½x3½x	T
61	Federal .296X4	4R	4895	162	215	32000	9200	8.25/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10¼	Y	Cla 205V	5	Tim SW3000H	WF	R	6.8-8.5	Tim 32514H	L6IHV	657	1168	a	TD	83	8 x2½x1¼	TB
62	.....356X4	4R	5550	167	220	36000	10700	9.00/20D	10.00/20	Her WXC3	6-4¼x4½	383	6.1	285	114-2800	7-2½x13¼	Y	Cla 270V	5	Tim SW3000H	WF	R	6.8-8.5	Tim 32515H	L6IHV	657	1168	a	TD	84	10¼x3½x	TB
63	.....556X4	4R	6875	167	220	40000	11200	9.00/20D	11.00/20	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2½x13¼	Y	Cla 270V	5	Tim SW3000PA	WF	R	6.8-8.5	Tim 35000TW	Ws6IA	1034	1470	a	TD	84	10¼x3½x	TB
64	.....626X4	4R	9245	168	221	55000	14000	10.00/20D	12.00/20	Con 22RF	6-4½x5¼	501	5.2	400	150-2300	7-2¼x14½	Y	Cla 326V	5	Tim SW454W	WF	R	6.8-8.2	Tim 36000TW	Ws6IA	1026	1517	a	TD	84	10 x3½x	TFB
65	(c.o.e.) 896X4	4R	4975	127	180	32000	9100	8.25/20D	10.00/20	Her JXDF	6-4x4¼	320	5.9	244	95-2800	7-2½x10¼	Y	Cla 205V	5	Tim SW3000H	WF	R	6.8-8.5	Tim 32515H	L6IHV	657	1168	a	TD	83	8 x2½x1¼	TB
66	(c.o.e.) 906X4	4R	5750	140	185	36000	10600	9.00/20D	10.00/20	Her WXC3	6-4¼x4½	383	6.1	285	114-2800	7-2½x13¼	Y	Cla 270V	5	Tim SW3000H	WF	R	6.8-8.5	Tim 35011H	L6IHV	657	1168	a	TD	96	10x3½x1¼	TB
67	(c.o.e.) 946X4	4R	7025	140	185	40000	11100	9.00/20D	11.00/20	Her WXLC3	6-4¼x4¾	404	6.3	307	125-2800	7-2½x13¼	Y	Cla 270V	5	Tim SW3000PA	WF	R	6.8-8.5	Tim 35000TW	Ws6IA	1034	1470	a	TD	96	10x3½x1¼	TB

‡ Includes Cab. ** Prices quoted on application. * Includes price of cab. ** Prices not available at this time.

CONTINUED ON PAGE 100

LYNITE* LO-EX

Wish we could say, "Come and get 'em." We're making more than ever of those high-quality LYNITE LO-EX PISTONS you were using for replacements before the war. But they're all going into fighting equipment.

LYNITE PISTONS, machined and sold by OHIO, will be back on the jobbers' shelves just as soon as the war permits—ready and anxious to get going in some engine—helping to give smoother performance, lower fuel and oil consumption, longer bearing life.

REG. T. M.
A. C. O. A.

LYNITE
ALUMINUM

Lynite and LO-EX are registered trade-marks of Aluminum Company of America, makers of castings for genuine Lynite Pistons.

THE OHIO PISTON CO.
CLEVELAND, OHIO

Line Number	MAKE AND MODEL	Wheels Driven	Chassis List Price	WHEEL-BASE Minimum Standard	WHEEL-BASE Maximum Standard	Gross Vehicle Weight for Normal Service	Chassis Weight (See definition)	TIRE SIZES D-dual rear S-single rear: Standard Front and Rear	TIRE SIZES: Maximum Authorized Tire Size (Duals unless noted)	ENGINE DETAILS: Make and Model	No. of Cylinders, Bore and Stroke	Displacement	Comp. Ratio	Torque lb. ft.	Max. Brake H.P. at R.P.M. Given	Main Bearings: Number, Diameter and Length	Governor Standard	TRANSMISSION: Make and Model	TRANSMISSION: Forward Sp'ds	REAR AXLE: Make and Model	REAR AXLE: Gear and Type	REAR AXLE: Drive & Torque	REAR AXLE: Gear Ratio Range in High	FRONT AXLE: Make and Model	BRAKES SERVICE: Make Location Type Operat'n	BRAKES SERVICE: Lining Area	BRAKES SERVICE: Drum Area	BRAKES SERVICE: Drum Material	BRAKES: Hand Location Type	C-A Dimension (Min. Std. W. B.)	FRAME: Side Rail Dimensions	FRAME: Type
1	F. W. D....CU6X6	▼	**	184	Opt	40000	14700	11.00/20D	Opt	Wau MZR	6-4¼x4½	404	5.6	288	106-2500	7-2½x12½	Y	Own U	5	Wis SD3000	2F	H	**-10.0	Wis 209	L6IHA	768	1300	G	T6	126	8x3x⅜	PC
2	.....MJ6X6		°11575	184	204	45000	18000	11.00/20D	Opt	Wau 8RKR	6-4½x5½	517	5.5	369	126-2300	7-3x10½	Y	Own M	10	Wis SD3000	2F	H	**-8.6	Wis 1337	Ws6IA	1080	1680	G	T6	126	10 x3x⅜	PC
3	.....M6X6		°14555	204	Opt	55000	19000	14.00/20S	Opt	Wau 145GK	6-5¼x6	779	5.6	580	162-2000	7-3½x17¾	Y	Own M	10	Wis SD520	2F	H	**-10.0	Wis 1910	Ws6IA	1080	1680	G	T6	126	10 x3x⅜	PC
4	Hug.....99 4R	**		175	175	64700	18100	12.00/20D	12.00/20	Wau 6RBR	6-5x5¾	677	4.6	492	144-1800	4-3½x11¾	Y	Fu 8A86	8	Tim SD454	2F	T	7.33-10.2	Shu 1673	Ws6IA	1027	1581	a	TD	92	9x4 x⅛	I
5	.....(D) 99 4R	**		175	175	64700	18600	12.00/20D	12.00/20	Cum HB600	6-4¼x6	672	17.	500	150-1800	7-4x18¾	Y	Fu 8A86	8	Tim SD454	2F	T	7.33-10.2	Shu 1673	Ws6IA	1027	1581	a	TD	92	9x4 x⅛	I
6	.....998 4R	**		175	175	75000	20000	12.00/20D	12.00/20	Wau 6RBR	6-5x5¾	677	4.6	480	144-1800	4-3½x11¾	Y	Fu 8A86	8	Tim SD520	2F	T	7.33-10.2	Shu 1673 *	Ws6IA	1027	1581	a	TD	92	9x4 x⅛	I
7	....(D) 998 4R	**		175	175	75000	20545	12.00/20D	12.00/20	Cum HB600	6-4¼x6	672	17.	500	150-1800	7-4x18¾	Y	Fu 8A86	8	Tim SD520	2F	T	7.33-10.2	Shu 1673	Ws6IA	1027	1581	a	TD	92	9x4 x⅛	I
	International(11)																															
8	K-6-F.....4R		2445	151	194	22000	6640	7.00/20D	8.25/20	O-BLD250	6-3 x4½	251	6.3	200	100-3200	4-2.7x5⅜	N	Own H41C	4	Own RF1450	8F	HT	5.28-6.66	Own F470	LH6IHV	495	869	c	PDx	77	8 x3 x	Tf
9	(c) K-8-F....4R		3525	161	215	27000	8360	7.50/20D	9.00/20	O-FBC318	6-3½x4½	318	5.4	241	100-2800	7-2.7x11⅜	Y	Own F51	5	Own RF1560	8F	HT	5.62-7.16	Own F550	LH6IHV	643	1105	c	PDx	84	9¼x3 x	Tf
10	(c) K-11-F...4R		5420	161	215	37000	10815	9.00/20D	10.00/20	O-FBC401	6-4½x5	401	5.2	308	114-2600	7-2.7x11⅜	Y	Fu 5A430	5	Own RF1670	8F	HT	4.55-7.16	Own F760	LH6IHV	872	1383	c	PDx	84	10½x3 x	Tf
11	(c) KR-12-F..4R		.....	173	245	45000	12850	10.00/20D	11.00/20	O-FBC450	6-4½x5	451	5.2	331	120-2400	7-2.7x11⅜	Y	Fu 5A62	5	Own RF1750	2SF	HT	7.10-9.03	Own F850	Ws6IA	966	1628	G	PD	84	11¼x3 x	T
12	(c) AR-620-F 4R		11400	180	253	68000	18015	10.00/24D	12.00/24	O-FEB648	6-5x5¼	648	4.4	460	140-2100	7-3¼x17¾	Y	Own H7	5	Own 1585	2SF	HT	7.98-9.44	Own F930	Ws6IA	1023	1680	G	PD	92	14x3¾x	TL
13	(a) K-6-T...2F		1995	176	194	22000	6275	7.00/20D	8.25/20	O-BLD250	6-3 x4½	251	6.3	2L0	100-3200	4-2.7x5⅜	N	Own H41C	4	Own RT1460	8F	HT	5.62-7.16	Own F470	LH6IHV	495	869	c	PX	102	8 x3 x	Tf
14	(a,b,c) K-8-T..2F		3115	161	215	27000	8105	7.50/20D	9.00/20	O-FBC318	6-3½x4½	318	5.4	241	100-2800	7-2.7x11⅜	Y	Own F51	5	Own RT1570	8F	HT	5.62x7.16	Own F550	LH6IHV	678	1161	c	PX	84	9¼x3 x	Tf
15	(a,c) KR-11-T2F		4785	161	215	37000	10340	9.00/20D	10.00/20	O- FBC401	6-4½x5	401	5.2	308	114-2600	7-2.7x11⅜	Y	Fu 5A430	5	Own RT1680	2SF	HT	5.02-9.03	Own F760	LH6IHV	872	1383	c	PX	84	10½x3 x	Tf
16	Ken-...(D) 510 2F		9467	221	247	39000	12630	9.00/22D	10.00/22	Cum HB6	6-4¼x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim T18000	CF	R	6.04-10.5	Tim 36000	Ws4rIA	692	1030	a	TD	134	9½x3¼x	C
17	worth. (D) 522 2F		8665	214	239	46000	12150	9.00/20D	11.00/22	Cum HB6	6-4¼x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim 76800	2F	R	6.02-9.2	Tim 36000	Ws4rIA	782	1158	a	TD	127	9½x3¼x	C
18	....(D) 523 4R		9686	214	239	42000	13700	9.00/20D	11.00/24	Cum HB6	6-4¼x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim SW3000	WF	R	5.40-10.2	Tim 36000	Ws4rIA	800	1194	a	TD	127	9½x3¼x	C
19	....(D) 524 4R		10491	214	239	54000	14700	10.00/20D	11.00/24	Cum HB6	6-4¼x6	672	17.	500	150-1800	7-4½x16½	Y	BL 7641	4	Tim SW452	WF	R	6.0-11.7	Tim 36000	Ws4rIA	980	1450	a	TD	127	9½x3¼x	C
20	.....528 4R		8018	211	236	43000	12400	10.00/20D	11.00/24	Bud LO525	6-4½x5½	525	5.5	385	135-2?00	7-3x11½	Y	Fu 5A-620	5	Tim SW3000	WF	R	5.40-10.2	Tim 35100	Ws4rIA	800	1194	a	TD	127	9½x3¼x	C
21	.....532 4R		5972	186‡	234‡	43000	11400	9.00/20D	11.00/34	Wau 6MZR‡	6-4¼x4¾	404	5.9	300	112-2600	7-3x11½	Y	Fu 5A-620	5	Tim SW3000	WF	R	5.40-10.2	Tim 35100	Ws4rIA	800	1194	a	TD	102	7½x3¼x	C
	Marmon-Herr.																															
22	..... D8D200-6	**	167	Op		19500	8065	7.00/20D	7.00/20	Her JXC	6-3½x4¼	282	5.3	196	84-2800	7-2½x10⅜	N	Ful 5A33	5	Wis MH1100	2F	R	*-7.36	WH 110	L6IH	549	930	a	TX	84	7 x2½x¼	P
23	..... D8D300-6	**	167	Op		25500	9025	7.50/20D	8.25/20	Her JXD	6-4x4¼	320	5.3	224	95-2800	7-2½x10⅜	N	Ful 5A33	5	Wis MH1111	2F	R	*-7.66	WH 111	L6IH	600	1055	a	TX	84	7 x2½x¼	P
24	..... D8D400-6	**	158	Op		26500	9600	8.25/20D	9.00/20	Her WXC3	6-4¼x4½	383	5.0	260	106-2800	7-2½x13¼	Y	Ful 5A430	5	Wis MH1111	2F	R	*-9.33	WH 111	L6IH	600	1055	a	FD	72	9 x3x¼	P
25	..... D8D500-6	**	158	Op		32500	10400	8.25/22D	9.00/20	Her WXLC3	6-4¼x4½	404	5.0	293	118-2800	7-2½x13¾	Y	Ful 5A430	5	TW MH1133	2F	R	*-9.33	WH 113	Ws6IA	726	1300	a	FD	72	9 x3x¼	P
26	..... D8D600-6	**	173	Op		32500	12200	9.00/20D	9.00/20	Her RXB	6-4½x5¼	501	5.4	330	110-2200	7-3x13¼	Y	Ful 5A620	5	TW MH1133	2F	R	*-8.43	WH 113	Ws6IA	726	1300	a	FD	84	9 x3x¼	P
27	..... D8D800-6	**	173	Op		42000	14475	9.75/20D	9.75/22	Her RXC	6-4½x5¼	529	4.9	390	131-2200	7-3x13¼	Y	Ful 5A620	5	TW MH1144	2F	R	*-8.14	WH 114	Ws6IA	1056	1626	a	FD	84	10 x3x	P
28	..... D8D900-6	**	192	Op		42000	17590	9.75/20D	9.75/22	Her HXD	6-5¼x6	855	4.5	555	180-2200	7-3¼x16¼	Y	Ful 4A86	4	TW MH1144	2F	R	*-9.11	WH 114	Ws6IA	1056	1626	a	FD	96	10 x3x¼	P
29	..... D8D1000-6	**	198	Op		52000	19200	10.50/20D	10.50/24	Her HXE	6-5¼x6	935	4.5	610	198-2200	7-3½x16⅝	Y	Ful 4A86	4	TW MH1155	2F	R	*-9.11	WH 115	Ws6IA	1056	1626	a	FD	102	10 x3x¼	P
30	(D) DD8D200-6	**	167	Op		19500	8465	7.00/20D	7.00/20	Her DJXB	6-3¼x4½	260	14.	178	79-2600	7-3x10	N	Ful 5A33	5	W MH1100	2F	R	*-6.66	WH 110	L6IH	549	930	a	TX	84	7 x2¼x¼	P
31	(D) DD8D300-6	**	167	Op		25500	9425	7.50/20D	8.25/20	Her DJXC	6-3¾x4½	298	14.	208	83-2600	7-3x10	N	Ful 5A33	5	W MH1111	2F	R	*-6.41	WH 111	L6IH	600	1055	a	TX	84	7 x2½x¼	P
32	(D) DD8D600-6	**	173	Op		32500	12800	9.00/20D	9.00/20	Her DRXB	6-4½x5¼	474	14.	360	121-2200	7-3x13¼	Y	Ful 5A620	5	TW MH1133	2F	R	*-7.66	WH 113	Ws6IA	726	1300	a	FD	84	9 x3x¼	P
33	(D) DD8D800-6	**	173	Op		42000	15060	9.75/20D	9.75/22	Her DRXB	6-4½x5¼	474	14.	350	124-2200	7-3x13¼	Y	Ful 5A620	5	TW MH1144	2F	R	*-8.14	WH 114	Ws6IA	1056	1626	a	FD	84	10 x3x	P
34	(D) DD8D900-6	**	192	Op		42000	18325	9.75/20D	9.75/22	Her DHXB	6-5x6	707	14.	530	176-1800	7-3¼x17	Y	Ful 4A86	4	TW MH1144	2F	R	*-8.14	WH 114	Ws6IA	1056	1626	a	FD	96	10 x3x¼	P
35	(D) DD8D1000-6	**	198	Op		52000	19950	10.50/20D	10.50/24	Her DHXB	6-5x6	707	14.	530	176-1800	7-3¼x17	Y	Ful 4A86	4	TW MH1155	2F	R	*-8.14	WH 115	Ws6IA	1056	1626	a	FD	102	10 x3x¼	P
36	....(C) MM5-6	**	156	156		22500	5875	6.00/20D	7.50/20	Ford V8†	8-3 x3¾	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Tim Ford	SF	R	**-6.67	Own IX4-11	FO6IH	503	836	ac	TX	82	7½x3x.21	TL
37	....(C) MM6-6	**	180	180		22500	5997	6.00/20D	7.50/20	Ford V8†	8-3 x3¾	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Tim Ford	SF	R	**-6.67	Own IX4-11	FO6IH	503	836	ac	TX	106	7½x3x.21	TL
38	(C) (c.o.e.) MM5-6	**	156	156		22500	6045	6.00/20D	7.50/20	Ford V8	8-3 x3¾	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Tim Ford	SF	R	**-6.67	Own IX4-12	FO6IH	503	836	ac	TX	115	7½x3x.21	TL
39	(C) (c.o.e.) MM6-6	**	180	180		22500	6167	6.00/20D	7.50/20	Ford V8	8-3 x3¾	239	6.1	176	100-3600	3-2.5x4.71	N	Ford	4	Tim Ford	SF	R	**-6.67	Own IX4-12	FO6IH	503	836	ac	TX	139	7½x3x.21	TL
	Sterling																															
40	...(16) HWS140	**	166	227		36000	10975	9.00/20D	10.00/20D	Wau 6MZR	6-4¼x4¼	404	5.6	286	106-2500	7-2½x12½	Y	Fu 5A430	5	Tim SW3000PA	WF	L	5.40-8.50	Tim 36000N	Ws4rIA	878	1376	a	TX	87	9x3¼x¼	A
41	...(16) HWS160	**	166	227		40000	11475	10.00/20D	11.00/20D	Wau6SRKR	6-4½x5½	517	5.5	369	125-2250	7-3x13¼	Y	Fu 5A62	5	Tim SW3000PA	WF	L	5.40-8.50	Tim 36000N	Ws4rIA	878	1376	a	TX	87	9x3¼x¼	A
42	...(16) HWS235	**	178	251		50000	14525	11.00/20D	11.00/24D	Wau 145GS	6-4¼x6	638	6.1	480	152-2100	7-3½x17¾	Y	Fu 4B86	4	TimSW452W	WF	L	5.67-8.20	Tim 27451N	Ws4rIA	800	1316	a	TX	90	9¼x3½x¾	A
43	....(16) HCS265	**	161	251		60000	17100	11.00/20D	12.00/24D	Wau 145GK	6-5¼x6	779	6.2	585	186-2100	7-3½x17¾	Y	Fu 4B86‡	4	Own 265W	CD	R	10.76-13.5	Tim 27451N	Ws4rIA	868	1368	S	JX	73	9¼x3½x¾	A
44	....(16) HCS297	**	161	251		70000	20025	12.0/24D●	13.0/24D¶	Wau 145GK	6-5¼x6	779	6.2	585	186-2100	7-3½x17¾	Y	Fu 4B86‡	4	Own 330W	CD	R	10.76-15.3	Tim 27451N	Ws4rIA	988	1552	a	JX	73	9¼x3½x¾	Y
45	....(16) HCS330	**	174	188		80000	21425	12.0/24D●	14.0/24D¶	Wau 145GK	6-5¼x6	779	6.2	585	186-2100	7-3½x17¾	Y	Fu 4B86‡	4	Own 330W	CD	R	10.76-15.3	Tim 27451N	Ws4rIA	988	1552	a	JX	93	12x3½x¾	Y
	Truckstell																															
46	(C)TRC-2X400 2F		2385	157	218	26000	6100	8.25/20xD	8.25/20	Chev	6-3 x3¾	235	6.6‡	192	93-3000	4-2¼x5	N	Chev	8	Eat 1475	SFd	H	5.5-9.02	Chev	B6IHV	511	729	a	2I	83	7½x3x	C
47	(C)TRC-2X400CO 2F		2494	154	204	27000	6250	8.25/20xD	8.25/20	Chev	6-3 x3¾	235	6.6‡	192	93-3000	4-2¼x5	N	Chev	8	Eat 1475	SFd	H	5.5-9.02	Chev	B6IHV	511	729	a	2I	83	7½x3x	C
48	(C)TRC-4XD28C 4R		2665	141	212	26000	6580	7.50/20xD	8.25/20	Chev	6-3 x3¾	235	6.6‡	192	93-3000	4-2¼x5	N	Chev-0	8	Chev	SFd	H	**-6.4	Chev	C6IHV	511	729	a	2I	66	7½x3x	C
49	(C)TRC-4XD27CO 4R		2775	116	186	27000	6690	7.50/20xD	8.25/20	Chev	6-3 x3¾	235	6.6‡	192	93-3000	4-2¼x5	N	Chev-0	8	Chev	SFd	H	**-6.4	Chev	C6IHV	511	729	a	2I	71	7½x3x	C
50	(C)TRC-4XD30E 4R		3379	117	212	30000	7850	8.25/20xD	8.25/20	Chev	6-3 x3¾	235	6.6‡	192	93-3000	4-2¼x5	N	Chev-0	16	Eat 1475	SFd	H	7.67	Chev	F6IHV	511	729	a	2I	66	7½x3x	C
51	(C)TRF-2X250 2F		2018	155	252	22000	5900	7.50/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	N	Ford	8	Eat 1350	SFd	H	5.83-8.57	Ford	F6IHV	501	836	a	TX	81½	7½x3x	C
52	(C)TRF-2X400 2F		2396	156	253	26000	6000	8.25/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	N	Ford	8	Eat 1460	SFd	H	6.5-9.02	Ford	F6IHV	501	836	a	TX	83	7½x3x	C
53	(C)TRF-2X250CO 2F		2148	122	241	23000	5950	7.50/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	N	Ford	8	Eat 1350	SFd	H	5.83-8.57	Ford	F6IHV	501	836	a	TX	81½	7½x3x	C
54	(C)TRF-2X400CO 2F		2526	123	242	27000	6050	8.25/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	N	Ford	8	Eat 1460	SFd	H	6.5-9.02	Ford	F6IHV	501	836	a	TX	83	7½x3x	C
55	(C)TRF-4XD26F4R		2708	143	210	26000	6600	7.50/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	N	Ford-0	8	Ford	SFd	H	6.88-7.87	Ford	F6IHV	501	836	a	TX	67¾	7½x3x	C
56	(C)TRF-4XD29EO 4R		2916	143	210	29000	6880	8.25/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	Y	Ford-0	..	Eat 1350	SFd	H	6.88-9.56	Ford	F6IHV	501	836	a	TX	67¾	7½x3x	C
57	(C)TRF-4XD27F 4R		2838	117	180	27000	6720	7.50/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	N	Ford-0	8	Ford	SFd	H	6.88-7.87	Ford	F6IHV	501	836	a	TX	77¼	7½x3x	C
58	(C)TRF-4XD30EO 4R		3152	117	180	30000	7880	8.25/20xD	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	Y	Ford-0	..	Eat 1350	SFd	H	6.88-9.56	Ford	F6IHV	501	836	a	TX	77¼	7½x3x	C
59	(C)TRC-4XD31EO		3508	117	184	31000	7950	7.50/20D	8.25/20	Chev	6-3 x3¾	235	6.6‡	192	93-3000	4-2¾x5	N	Chev-0	16	Eat 1475	SFd	H	7.67	Chev	F6IHV	511	729	a	2I	66	7½x3x	C
60	(C)TRF-4XD30E		3317	143	210	30000	7850	7.50/20D	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	Y	Ford-0	16	Eat 1460	SFd	H	7.67	Ford	F6IHV	501	836	a	TX	77¼	7½x3x	C
61	(C)TRF-4XD31EO		3450	117	180	31000	7950	7.50/20D	8.25/20	Ford	8-3 x3¾	239	...	176	95-3600	3-2.5x4.7	Y	Ford-0	16	Eat 1460	SFd	H	7.67	Ford	F6IHV	501	836	a	TX	77¼	7½x3x	C

**Prices not available at this time. † 6 cylinder engine may be installed. * Prices subject to change without notice. x Front 7.00/20. ● 11.00/24 single front. ¶ 12.00/24 single front. ‡ 3 speed auxiliary transmission standard.
° ° Prices quoted on application.

TWENTY-FOUR YEARS OF TRUCK SPECIFICATIONS

Truck Specifications have been published by the *Commercial Car Journal* for almost a quarter of a century. The first table was compiled and published in the January, 1919, issue. A complete file of all issues containing these specifications is maintained in the Philadelphia, New York, Cleveland, Chicago and Detroit offices. Arrangements for reference may be made with any of those offices.

One Virtue IN COMMON

Whether your choice be Bulldog, Setter, Spaniel, Airedale, Dane, Terrier or St. Bernard, yours shares one of his best qualities with the rest. You can depend on him to do at your bidding that for which he was bred and trained.

Remember that, also, as characteristic of **PUSH-PULL CONTROLS**. They may be designed of different dimensions and for different purposes—for the remote control mechanisms such as brakes, gear shifts and blades of tractor-operated scrapers, shovels and cranes. They provide vital, remote control for much American fighting equipment.

All of these **PUSH-PULL CONTROLS** provide positive control. Operation is easy because the moving part operates in an hermetically sealed bath of lubricant. They are all rattle-free. But, above all, each can be depended upon to do the job for which it was designed and built.

Remember that. Glad to work with you to develop **PUSH-PULL CONTROLS** to fit your planned peace-time production.

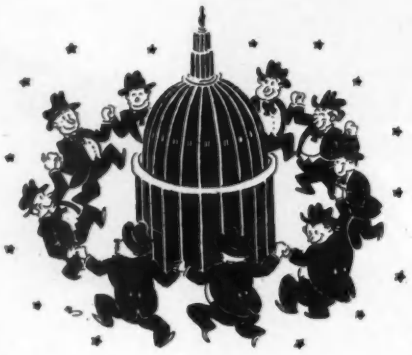
PUSH-PULL AUTOMOTIVE CONTROLS

AUTOMOTIVE AND AIRCRAFT DIVISION

6-235 General Motors Building, Detroit • 695 Bryant Street, San Francisco

AMERICAN CHAIN & CABLE COMPANY, Inc.

BRIDGEPORT • CONNECTICUT



WASHINGTON RUNAROUND

Certificate Revocation . . . Retailoring Over-Estimates . . . Serious Gas Shortage Seen . . . Once Again, That Old Ceiling . . . No Used-Truck Rationing . . . 100,000 Idle Trucks . . . Tank Truck Freeze . . . WPB Poops on Pool . . . Bureaucratic Overlap . . . Wrench-Wenches

by GEORGE T. HOOK, Editor

Certificate Revocation

Certificate revocation procedure, to be used in dealing with violators of ODT Order No. 21, has been worked up by ODT, is now in the comma-spotting stage and should be announced shortly. Some in the ODT hierarchy are anxious to make use of the revocation process on a few of the more flagrant violators. They would like to make an example of them and thus inspire more respect than seems to be accorded the Certificate of War Necessity Order.

Retailoring Over-Estimates

District offices of ODT are reported "tailoring back" (that's the bureaucratic term for a reduction in the gasoline allotment) the overestimates made by truck operators on their certificate applications. Some operators have been called in to be "tailored back" and other operators, hearing that there is liability to prosecution, have come in voluntarily. This department has been asked to emphasize the matter. Officially, overestimates are viewed seriously. Truck operators have not been openly accused, but they are suspected of being a potential source of supply for the black market. The suspicion does not fall with equal weight on all operators. This is particularly true of fleet operators, who have much to lose if convicted.

Serious Gas Shortage Seen

This "tailoring back" process will be extended to all certificate holders if a more serious shortage of gasoline should occur. There are some quarters that expect such a shortage this summer. It will probably be coincident with major offensives in the theatres of war. If and when a shortage should occur that affected truck operations, the less essential (look for a definition and you look in vain) operations will be penalized in favor of the more essential (definition ditto) operations. Although this prospect is unpleasant, the ODT control center is pleasantly alive to the fact that because of the data compiled by means of the applications for Certificates of (so-called) War Necessity, it has at hand the machinery for doing a nation-wide or regional "tailoring back" job with dispatch. Truck operations have been classified and if a shortage calls for reduction of allotments ODT will simply determine the classifications to be cut, the amount of the cut, notify its district offices and they in turn will get the cooperation of local OPA rationing boards.

Once Again, That Old Ceiling

The unofficial reports and details of a used-truck price ceiling that have appeared in this department during the last six months were made official the middle of March when the Office of Price Administration announced that "ceiling prices for used trucks substantially below those being asked by some speculative dealers will be established shortly." From two sources we procured effective dates which are only a day apart, close enough to be considered valid. One date is April 25, and the other April 26. First appearance of the used-truck price ceilings, regulations and factory list prices for years back will be in the Federal Register. Ten thousand list prices will be appended to the regulations. The Federal Register containing this material will be thicker than the thick publication you hold in your hand as you read this. The January issue of this department contained details of the price ceiling schedule that are still considered trustworthy. If you're curious and can't wait until complete details are published in the May issue, take a look at page 130 of the January number.

No Used-Truck Rationing

After some wavering on the subject, ODT has finally decided not to ask for a freeze of used-truck sales and not to subject them to rationing procedure. Used trucks therefore will be unfrozen and unrationed. No official reason has been given for the decision. An official reason is that used truck rationing would cost $1,000,000 a year. Time was when a million dollars was small change in Washington. But with Congress slashing appropriations of all Federal bureaus and agencies, a million bucks

(TURN TO PAGE 210, PLEASE)

A SPECIAL MESSAGE TO THE SUPERINTENDENT

Have you assigned a man to check all your hydraulic jacks to see that they have enough of the right jack oil for efficient performance out on the road? Protect your jacks by *always* using Blackhawk Hydraulic Jack Oil.

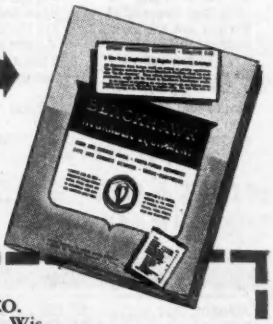
DON'T SABOTAGE YOUR OWN EQUIPMENT

Avoid using hydraulic brake fluid, shock absorber fluid, alcohol, glycerine, castor oil, etc. in Hydraulic Jacks. These fluids ruin cup leathers, valve seats and cylinder walls. Insist that your men *always* use Blackhawk Hydraulic Jack Oil.

Here's good news for you if you need jacks now. Blackhawk is still making the most complete range of Hydraulic Hand Jacks. That's because much of the success of the war effort depends on your "on-time delivery" of war workers and vital materials, and dependable Blackhawk Jacks help to avoid unnecessary delays on the road and in the shop. If you have priority status, see your Blackhawk Jobber, who can arrange reasonable delivery — or he may have jacks in stock.

WE WANT YOU TO HAVE OUR NEW HYDRAULIC EQUIPMENT BULLETIN V-43

Send coupon today for this up-to-the-minute, time-saving bulletin which gives right-to-the-point information about Blackhawk Hydraulic Hand Jacks and other hydraulic equipment available for wartime needs.



BLACKHAWK

BLACKHAWK MFG. CO.
Dept. J1143, Milwaukee, Wis.
Please rush Blackhawk Hydraulic Equipment Bulletin V-43.

Name.....

Firm.....

Address.....

VITAL STATISTICS OF THE TRUCK INDUSTRY

REGISTRATION STATISTICS ON PAGES 106 AND 108

Truck Production
(U. S. & Canada)

	Number
1904	411
1905	450
1906	500
1907	700
1908	1,500
1909	3,255
1910	6,000
1911	10,881
1912	22,000
1913	23,600
1914	29,375
1915	74,000
1916	92,130
1917	128,157
1918	227,250
1919	275,943
1920	321,788
†1921	164,304
†1922	277,140
†1923	420,806
†1924	434,140
†1925	567,086
†1926	558,618
†1927	487,020
†1928	569,983
†1929	826,817
†1930	599,991
†1931	434,176
†1932	245,282
†1933	358,548
†1934	599,397
†1935	732,005
†1936	618,377
†1937	947,502
†1938	530,425
†1939	757,553
†1940	899,884
†1941	1,270,647

Foreign assemblies of parts made in U. S. but assembled abroad are included in this table.

† Figures for 1921 to date are "factory sales" for U. S. plants and "production" for Canadian plants.

AGE OF TRUCKS IN USE*

Year	New Truck Registrations	Per Cent Surviving	Number Surviving	Average Age	Of Trucks in Use	Per Cent of Total
1942	82,205	100.0	82,205	½	82,205 are up to 1 year of age	1.85
1941	340,697	99.6	638,134	1½	720,339 " " " 2 years of age	16.22
1940	576,327	98.7	568,835	2½	1,289,174 " " " 3 " " "	29.02
1939	486,748	97.6	475,066	3½	1,764,240 " " " 4 " " "	39.72
1938	365,349	96.0	350,735	4½	2,114,975 " " " 5 " " "	47.62
1937	618,249	93.3	576,826	5½	2,691,801 " " " 6 " " "	60.60
1936	611,644	89.0	544,363	6½	3,236,164 " " " 7 " " "	72.86
1935	510,683	82.0	418,760	7½	3,654,924 " " " 8 " " "	82.29
1934	403,886	71.9	290,394	8½	3,945,318 " " " 9 " " "	88.82
1933	245,869	58.8	144,571	9½	4,089,889 " " " 10 " " "	92.08
1932	180,413	44.0	79,382	10½	4,169,271 " " " 11 " " "	93.87
1931	313,884	29.2	91,654	11½	4,260,925 " " " 12 " " "	95.93
1930	410,699	17.9	73,515	12½	4,334,440 " " " 13 " " "	97.58
1929	527,057	11.1	58,503	13½	4,392,943 " " " 14 " " "	98.90
1928	341,123	6.9	23,537	14½	4,416,480 " " " 15 " " "	99.43
1927	327,965	4.4	14,430	15½	4,430,910 " " " 16 " " "	99.76
1926	385,997	2.8	10,806	16½	4,441,718 " " " 17 " " "	100.00

* These data are purely a statistical approximation calculated from a life curve applicable to passenger cars.

TRUCK PRODUCTION BY CAPACITIES—UNITS
(U. S. and Canada)

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941†
¼ ton or less	141,859	144,869	109,220	79,127	99,028	172,089	249,957	316,208	395,157	194,827	292,768	338,670	440,758
1 ton and less than 1½	79,798	31,028	4,899	1,618	893	2,341	2,259	9,686	21,580	30,951	29,725	43,723	58,281
1½ ton and less than 2	523,691	370,541	289,418	144,113	228,239	376,478	420,587	423,503	441,158	248,200	344,199	354,235	463,137
2 ton and less than 2½	26,416	16,477	8,516	7,620	18,866	28,998	28,950	30,637	30,431	18,375	26,701	82,080	124,741
2½ ton, less than 3½	33,830	22,887	11,516	6,006	7,728	11,136	10,465	12,309	18,971	9,954	18,801	28,224	63,334
3½ ton and less than 5	6,843	6,412	4,532	2,689	2,859	4,752	3,612	4,621	6,170	4,539	7,619	6,788	15,089
5 ton and over	2,384	1,094	906	1,407	580	1,219	3,824	5,567	9,248	5,820	7,385	8,524	14,459
Special types	9,508	6,683	5,189	2,705	3,356	5,390	*12,341	*15,846	*24,789	*19,759	*30,375	*58,640	*80,670
Total	826,817	599,991	434,176	245,285	358,548	599,397	732,005	818,377	947,502	530,425	757,553	899,884	1,270,647

* Includes Station Wagons. † Partly Estimated. Note—1942 production figures censored.

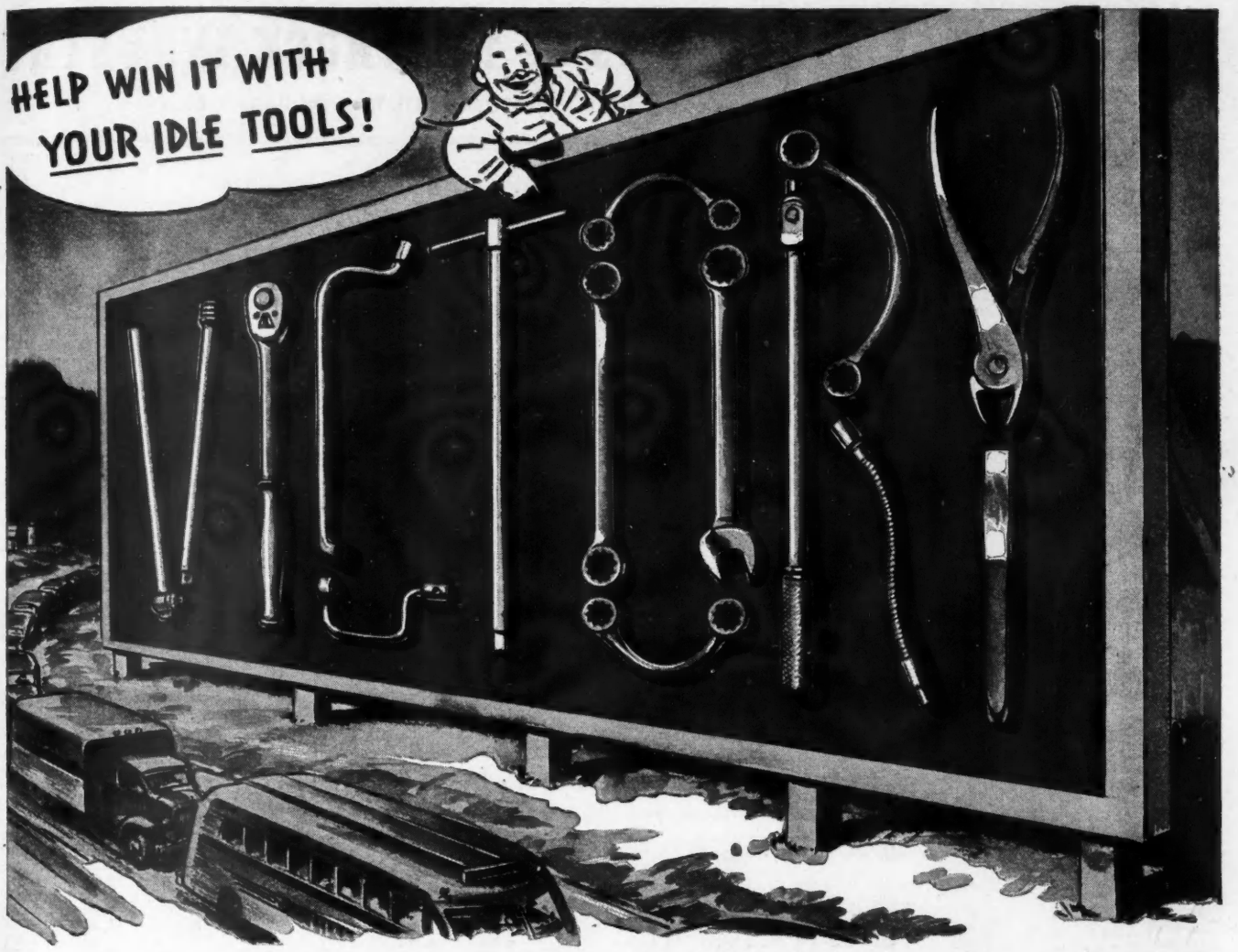
TRUCK PRODUCTION BY CAPACITIES—PER CENT

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941†
¼ ton or less	17.1	24.0	25.2	32.3	27.6	28.6	34.1	38.6	41.7	36.7	38.6	38.0	34.7
1 ton and less than 1½	9.5	5.2	1.1	.6	.2	.4	.3	1.1	2.3	5.8	3.9	4.9	5.4
1½ ton and less than 2	63.4	61.7	66.6	58.8	63.7	62.9	57.5	52.0	46.6	46.4	45.5	39.8	36.4
2 ton and less than 2½	3.4	2.7	2.0	3.1	4.4	4.3	4.0	3.7	3.2	3.5	3.5	6.9	9.8
2½ ton and less than 3½	4.1	3.8	2.7	2.4	2.2	1.9	1.4	1.	2.0	1.9	1.0	3.2	5.0
3½ ton and less than 5	1.0	1.0	1.0	1.1	.8	.8	.5	.5	.6	.9	2.5	1.0	1.2
5 ton and over	.3	.2	.2	.6	.2	.2	.5	.7	1.0	1.1	1.0	1.0	1.1
Special types	1.2	1.4	1.2	1.1	.9	.9	*1.7	*1.9	*2.6	3.7	*4.0	*6.2	6.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

* Includes Station Wagons. † Partly Estimated.

TRUCK PRODUCTION BY MONTHS, BY YEARS
(U. S. and Canada)

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	
January	57,765	40,938	35,475	21,160	19,429	44,870	64,529	68,555	74,995	58,062	64,093	74,016	100,850	January
February	65,950	52,925	41,853	24,291	15,592	44,952	63,204	65,938	72,939	51,464	63,806	71,890	104,172	February
March	76,587	69,031	47,671	21,274	18,508	61,068	70,520	81,875	96,016	52,106	77,107	75,285	111,589	March
April	91,855	74,477	53,139	28,539	27,975	67,532	69,338	91,049	100,324	47,818	68,066	76,807	102,786	April
May	94,940	62,060	47,805	27,491	38,132	60,348	59,324	79,379	96,965	41,575	63,793	74,139	117,617	May
June	93,164	51,486	41,496	23,572	43,448	48,292	66,785	81,185	91,820	41,857	66,964	67,767	118,757	June
July	76,703	44,960	35,386	16,137	39,310	44,546	61,582	71,383	83,996	38,336	62,750	74,005	121,300	July
August	59,965	43,296	32,890	15,319	42,601	53,890	58,942	63,794	87,802	35,259	40,868	41,533	83,104	August
September	54,663	46,587	31,878	20,003	35,874	46,335	33,229	47,496	55,033	20,174	27,560	56,703	78,413	September
October	66,235	41,928	22,406	14,157	30,772	49,643	60,203	35,359	31,939	22,380	65,079	86,104	100,166	October
November	50,269	37,493	20,118	12,560	19,106	35,107	60,720	54,628	67,506	54,638	73,407	93,068	110,788	November
December	23,582	34,840	24,052	21,782	30,801	42,814	64,629	77,636	85,185	65,756	84,250	98,747	120,905	December
Total	826,817	599,991	434,176	245,285	358,548	599,397	732,005	818,377	947,502	530,425	757,553	899,884	1,270,647	Total



. . . get every idle tool into the fight!

Critical as any blazing battle front on the globe is the battle on the *home front*... the battle to keep essential transportation rolling... a battle that *must not be lost!*

Slim ranks of hard-worked mechanics hold the transportation battle line today. *Many need tools* ... tools like those that flow to keep our tanks thundering, bombers flying, munitions moving. And many more mechanics will desperately need tools in the months ahead.

Your idle tools can win *this* fight... the countless thousands of idle tools not needed now by you men who are going into service... and you who have gone into some war industry. Your old buddies need those tools... *America needs them*... get them into the battle... now!

Would you like our help? If you're unable to contact a mechanic needing tools, we will be glad to serve. We organized our Tool Enlistment Division for just that purpose. Talk it over with your Snap-on man — or call at the nearest Snap-on branch office — or write direct to the Tool Enlistment Division. We'll arrange to make a fair cash appraisal of your tools, and to put them back to work! Fill in, and mail the coupon today!

TOOL ENLISTMENT DIVISION

SNAP-ON TOOLS CORPORATION

8026-D 28th Avenue • KENOSHA, WISCONSIN

Tool Enlistment Division, SNAP-ON TOOLS CORPORATION
8026-D 28th Avenue, Kenosha, Wisconsin

Send me full details of the Snap-on Tool Enlistment Plan.

(Check one of these)

☐ I have tools, and am ready to enlist them for Victory, at fair cash prices.

☐ I need tools, and will consider purchasing Victory tools of good quality and condition, at fair prices.

Name.....

Address.....

VITAL STATISTICS OF THE TRUCK INDUSTRY

(CONTINUED FROM PAGE 104; OTHER STATISTICS ON PAGE 108)

NEW TRUCK REGISTRATIONS BY MAKES*

(Data for 1942 not available. See table of U. S. New Truck Registrations by Months)

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941††
Autocar	2,941	2,009	1,748	1,015	1,127	1,139	1,001	1,451	2,181	1,617	2,044	1,955	2,510
Brockway	4,533‡	3,780‡	1,685‡	752	875	1,213	1,245	1,695	1,593	1,303	1,815	1,672	2,294
Chevrolet	160,892	118,253	99,600	60,784	99,880	157,507	167,129	204,344	183,674	119,479	169,457	194,038	212,797
Diamond T	3,590	2,888	2,483	2,250	4,139	5,440	6,454	8,750	8,118	4,393	5,412	6,358	6,077
Dodge	28,567	15,558	13,518	8,744	28,034	48,252	61,488	85,295	84,098	33,856	48,049	54,615	62,926
Federal	2,853	2,095	1,523	1,167	1,360	1,962	2,190	2,930	2,339	1,370	1,837	1,617	1,611
Ford	223,405	197,216	138,854	66,937	62,397	128,250	185,848	177,244	189,376	100,959	128,889	163,333	174,024
G. M. C.	14,248	9,004	6,919	6,359	6,602	10,449	11,442	26,980	43,522	20,152	34,908	42,486	45,703
Hudson	.....	.....	.....	.....	.....	.....	638	1,905	4,823	719	409	761	738
Indiana	.....	.....	.....	957	1,252	729	862	1,705	1,371	435	178	.....	.....
International	31,434	23,703	21,073	15,752	26,656	31,555	53,471	71,958	78,174	55,836	66,048	77,991	92,462
Mack	6,823	4,943	2,945	1,425	1,652	1,830	1,515	4,226	5,513	4,406	6,670	7,754	9,468
Plymouth	.....	.....	.....	.....	.....	.....	660	2,420	13,706	6,652	8,294	9,573	7,732
Reo	12,894	6,427	5,166	3,187	3,042	5,035	5,101	4,227	4,254	2,929	853	625	1,843
Sterling	1,577	1,244	739	227	108	134	174	277	311	267	328	341	400
Stewart	2,163	2,315	1,394	867	684	736	880	1,280	1,148	390	70	.....	.....
Studebaker	1,661	1,518	3,495	2,430	2,407†	1,697	2,100	3,279	5,129	2,000	2,110	1,207	5,078
White	6,121	4,396	2,561	2,138	1,384	3,963	3,304	5,757	5,933	3,514	4,558	7,344	9,271
Willys	6,536	4,264	3,131	1,132	233	25	2,290	2,441	1,122	1,889	1,634	2,291	2,031
All Others	16,819	11,107	7,060	4,290	4,035	3,970	2,901	3,480	3,861	3,383	3,187	3,466	4,015
Total	527,057	410,699	313,884	180,413	245,889	403,886	510,693	611,644	618,249	365,349	488,748	576,327	640,697

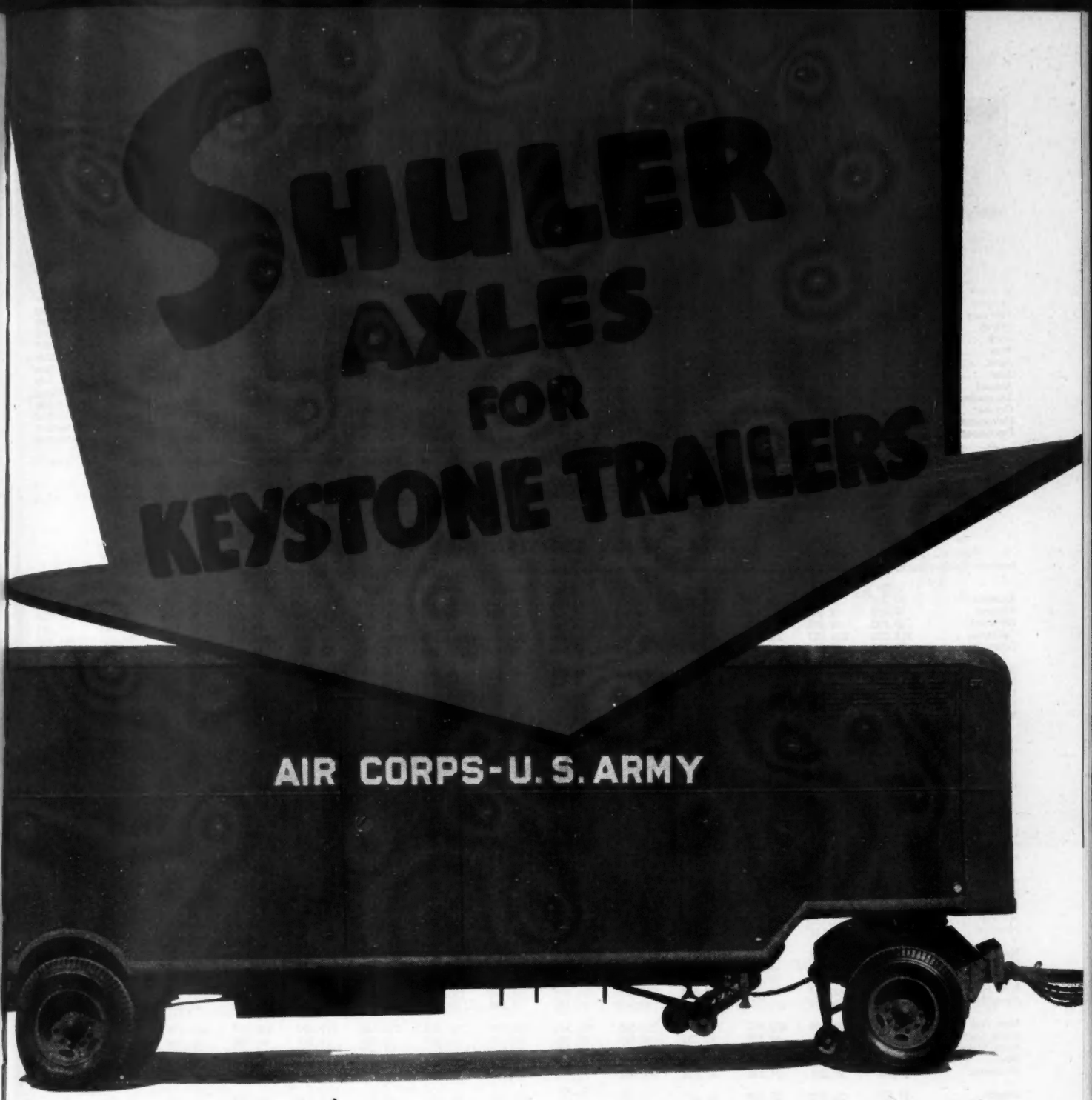
‡ Includes Indiana. † Includes Rockne. †† Does not include Federal government deliveries which are included in other years.
* Data from R. L. Polk & Co.

NEW TRUCK REGISTRATIONS BY STATES*

(Data for 1942 not available. See table of U. S. New Truck Registrations by Months)

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941†
Alabama	10,456	6,186	3,536	1,982	4,054	6,051	9,925	13,187	12,874	7,041	11,978	12,928	15,269
Arizona	3,061	1,899	1,295	566	1,036	2,167	3,126	3,510	3,659	2,051	2,478	2,838	3,488
Arkansas	7,911	3,478	2,613	1,467	3,638	4,980	7,383	9,485	10,836	5,909	9,200	10,890	13,636
California	30,836	27,930	19,992	10,732	13,786	20,496	28,934	33,656	36,901	23,846	25,656	32,397	39,453
Colorado	6,382	5,840	3,887	2,001	2,468	5,196	6,086	9,060	8,411	4,771	5,935	6,306	6,502
Connecticut	7,828	5,928	5,540	3,056	4,246	6,124	7,318	8,240	7,767	4,422	5,466	6,888	7,736
Delaware	1,444	1,205	967	597	828	1,115	1,425	1,723	1,882	1,161	1,486	1,630	1,983
District of Col.	2,328	1,850	2,202	1,368	1,362	1,979	2,492	2,940	2,857	1,753	2,514	2,614	2,906
Florida	5,395	6,121	5,255	2,894	4,186	8,046	8,274	9,412	10,722	6,540	9,375	12,485	12,197
Georgia	6,768	4,998	4,779	2,544	5,260	7,921	10,887	12,941	12,998	6,818	11,702	15,468	15,742
Idaho	2,572	2,389	1,620	673	1,545	2,817	4,004	4,939	4,454	2,613	3,346	3,854	4,359
Illinois	26,584	20,037	14,786	7,983	11,764	17,584	23,046	31,123	30,451	18,055	25,353	29,535	31,692
Indiana	14,462	10,534	9,025	4,849	6,121	11,123	18,009	20,027	18,269	9,899	16,857	16,575	19,347
Iowa	11,445	10,038	7,899	4,154	5,449	9,860	12,754	12,999	12,449	8,940	12,245	13,790	14,585
Kansas	12,648	9,298	5,550	3,119	4,292	7,170	9,605	11,406	12,409	7,960	7,079	9,815	12,508
Kentucky	6,037	5,386	4,326	2,819	4,195	6,815	9,089	10,870	11,597	7,244	8,908	10,490	11,395
Louisiana	7,314	4,705	4,311	1,844	2,882	5,359	7,201	9,753	10,111	6,155	8,185	9,695	9,907
Maine	4,785	4,521	4,600	2,240	2,614	4,262	4,104	5,337	5,658	3,315	4,317	5,278	5,646
Maryland	7,055	6,038	4,884	2,953	3,818	5,457	6,657	7,382	7,783	4,741	6,307	8,054	9,139
Massachusetts	16,989	13,711	12,609	7,290	9,511	12,887	14,514	15,350	16,235	9,459	12,931	14,392	15,211
Michigan	25,585	15,818	10,722	6,402	9,085	16,281	21,104	24,840	24,549	11,268	17,704	21,622	22,186
Minnesota	11,282	10,292	7,580	4,856	5,722	9,255	12,740	14,144	13,555	8,674	10,526	12,586	13,103
Mississippi	6,977	5,518	2,137	1,476	2,752	5,414	6,573	10,367	11,176	5,826	8,472	10,604	10,408
Missouri	16,047	14,844	10,979	7,645	8,535	12,920	16,200	20,142	19,170	11,718	16,338	19,701	22,135
Montana	4,338	2,596	1,874	1,150	2,055	4,218	5,939	5,930	5,044	4,112	4,561	5,359	5,544
Nebraska	8,144	6,957	4,540	2,108	2,713	5,411	6,297	6,996	6,202	4,664	5,449	6,146	7,754
Nevada	934	635	646	320	233	638	1,006	1,210	1,167	731	876	1,133	1,130
New Hampshire	2,491	2,290	2,038	1,152	1,783	2,731	2,490	3,198	3,022	1,789	2,748	3,012	2,879
New Jersey	17,567	14,764	13,051	7,505	7,401	11,444	13,165	16,935	18,446	11,591	12,725	14,710	16,909
New Mexico	2,157	2,006	1,560	817	1,395	3,160	4,058	4,545	5,089	2,911	3,732	4,119	4,093
New York	46,984	38,951	32,792	19,943	20,200	30,383	35,805	39,159	41,922	26,656	32,109	35,721	36,203
North Carolina	9,618	6,483	6,821	3,620	6,597	11,185	13,835	14,286	15,691	9,309	12,867	14,750	18,078
North Dakota	4,144	2,419	1,436	786	1,107	2,389	3,144	2,680	3,193	2,483	2,740	3,790	4,671
Ohio	27,338	20,111	14,291	8,753	11,150	20,467	22,772	30,028	28,440	15,281	22,536	26,509	30,389
Oklahoma	12,937	8,112	4,060	2,594	4,941	8,944	11,768	14,737	14,702	8,956	10,198	11,484	13,844
Oregon	5,819	4,193	3,099	1,451	2,488	3,780	5,964	8,050	7,859	4,064	5,673	7,212	8,973
Pennsylvania	37,258	30,120	23,396	15,618	19,991	29,891	32,097	41,919	39,150	21,044	28,915	36,107	38,428
Rhode Island	2,953	2,116	2,027	1,152	1,599	2,035	2,068	2,594	2,749	1,531	2,283	2,664	3,099
South Carolina	4,760	3,709	2,959	1,213	2,604	4,228	5,481	6,091	7,257	4,305	6,431	7,634	7,978
South Dakota	4,160	3,093	1,673	704	996	2,252	3,020	2,962	2,659	2,003	2,752	3,407	3,538
Tennessee	5,851	5,087	3,285	2,031	3,623	6,366	9,518	11,062	10,799	6,476	9,732	12,797	13,901
Texas	33,381	22,237	15,742	8,819	13,689	24,654	32,437	38,903	40,905	25,882	33,426	38,599	44,296
Utah	2,610	2,218	1,591	758	1,568	2,630	3,486	3,571	3,298	1,984	3,634	3,095	3,288
Vermont	2,027	1,670	1,339	972	1,311	2,048	2,394	2,308	2,444	1,228	2,076	2,325	2,867
Virginia	9,989	8,917	6,823	4,105	5,667	8,508	11,402	12,904	12,928	7,906	10,391	12,748	15,938
Washington	8,325	6,680	4,840	2,471	4,002	6,199	9,076	10,686	10,222	6,416	7,149	9,306	10,672
West Virginia	5,299	4,551	3,552	1,844	2,988	5,847	6,645	9,181	9,289	4,694	6,604	7,800	8,570
Wisconsin	14,393	12,058	8,399	4,522	5,411	9,313	13,118	16,237	16,412	8,516	10,949	13,051	14,744
Wyoming	1,461	1,182	1,174	613	937	1,799	2,206	2,661	2,627	1,708	2,232	2,432	2,803
Total	527,057	410,699	313,884	180,413	245,889	403,886	510,693	611,644	618,249	365,349	488,748	576,327	640,697

* Data from R. L. Polk & Co. † Does not include Federal deliveries which are included in other years.



Just to the casual eye, the Keystone Trailer above looks pretty conventional, except that it belongs to the Army Air Forces. But as long as this War lasts, many an airman flying blind through fog or snow, or even African dust storms, will thank his stars that such an Instrument Repair Shop trailer regularly services his plane. . . . And that the trailer itself was built to "*get there* with the service"!

Yes, the axles are Shulers. Shulers are "built to get there"—*are* getting there under much of America's finest military and construction equipment. . . . And after this War is over, you'll again see Shuler Axles under much of America's finest *commercial* equipment, too. Watch and see!

SHULER AXLE CO., *Incorporated*, LOUISVILLE, KY.

Export Division: 38 Pearl St., New York, N. Y.

West Coast Warehouse: Ford & Derby Streets, Oakland, Calif.

VITAL STATISTICS OF THE TRUCK INDUSTRY

(CONTINUED FROM PAGE 106; OTHER STATISTICS ON PAGE 104)

U. S. NEW TRUCK REGISTRATIONS BY MONTHS, BY YEARS

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941††	1942*	
January	29,900	30,236	24,415	14,776	11,709	22,903	34,789	43,760	47,618	31,995	37,715	45,080	50,830	23,356	January
February	32,637	31,890	23,466	14,558	9,707	24,476	34,797	40,301	41,843	27,551	34,102	41,336	50,126	10,311	February
March	46,388	42,199	30,609	16,874	9,934	33,884	41,511	52,428	60,301	37,255	45,083	53,083	62,413	8,277	March
April	56,290	47,029	36,948	17,784	17,301	38,882	49,785	64,856	67,832	35,682	46,083	55,882	64,238	5,965	April
May	52,674	43,286	33,496	18,698	20,925	39,831	47,966	62,183	65,857	32,037	45,381	61,553	64,177	5,754	May
June	45,114	33,531	28,496	17,876	23,254	34,768	48,243	56,851	58,628	30,647	40,462	43,594	62,286	4,424	June
July	37,943	30,904	30,102	14,731	30,642	37,490	51,243	63,895	61,686	33,475	44,747	50,913	67,412	4,375	July
August	52,557	33,787	27,070	15,061	28,799	40,790	50,358	59,222	60,872	34,231	43,523	48,980	58,191	3,125	August
September	46,560	33,933	25,967	14,967	31,299	37,225	41,390	54,611	54,711	29,570	32,983	39,224	43,882	3,428	September
October	48,899	34,237	24,895	15,156	29,058	40,878	37,439	41,229	40,248	19,589	37,923	46,286	41,382	2,243	October
November	33,631	22,012	16,563	10,362	18,691	28,699	30,835	30,255	27,248	22,943	41,286	46,618	30,799	2,842	November
December	23,275	18,665	13,177	9,522	15,560	24,070	39,258	42,162	31,409	31,474	37,460	51,095	41,006	5,285	December
Total	527,057	410,899	313,884	180,413	245,899	403,896	510,683	611,844	618,249	365,349	486,748	†576,327	640,697	82,205	Total

† Contains 23 delinquent registrations which cannot be assigned to any one month. †† Does not include Federal Government deliveries which are included in other years.
* Data for Jan., Feb., and March are R. L. Polk New Truck Registrations; data for April through November are the number of releases granted by W.P.B. for new trucks for civilian use; December data includes both military and civilian releases.

TOTAL TRUCK REGISTRATIONS BY STATES

	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942
Alabama	37,832	37,976	33,972	31,575	29,838	34,101	38,999	44,272	53,070	50,780	54,947	58,707	65,909	65,499
Arizona	10,686	12,043	12,633	14,687	14,569	16,791	17,964	20,163	22,973	22,998	24,063	25,243	26,889	26,000
Arkansas	39,732	26,996	31,275	22,989	32,980	35,700	40,107	50,131	59,263	53,789	60,535	66,158	77,191	75,267
California	214,033	230,837	248,213	234,177	220,087	237,886	253,906	‡266,379	‡284,132	‡300,483	‡309,855	‡328,998	‡350,261	‡344,516
Colorado	29,501	31,662	32,982	30,367	27,433	27,858	28,430	*31,930	32,795	31,447	30,636	30,298	31,044	31,784
Connecticut	50,006	51,196	52,227	51,388	52,564	55,878	62,232	69,653	68,070	63,910	66,273	74,456	79,256	55,378
Delaware	10,222	10,576	*9,991	*9,666	*9,485	*9,394	*9,692	*10,010	*10,314	*10,519	*11,248	*11,030	*13,969	*13,416
District of Col.	15,995	16,943	15,185	15,286	15,742	17,283	17,610	19,397	18,552	14,267	13,718	13,928	13,809	14,646
Florida	57,293	53,096	51,724	37,955	45,019	55,359	57,199	65,738	70,308	71,871	76,320	79,790	87,706	86,000
Georgia	48,543	47,119	46,264	42,050	51,212	60,282	66,079	73,289	78,803	76,154	85,520	91,321	99,506	96,655
Idaho	13,676	14,551	15,435	14,030	14,884	17,661	21,371	25,852	28,208	27,809	31,380	33,538	36,515	34,500
Illinois	*203,335	207,584	201,509	177,820	*186,186	*174,255	*185,477	*208,926	*220,639	*222,582	*232,888	*228,889	*234,703	*233,396
Indiana	125,349	128,397	129,826	122,019	118,361	122,791	132,767	131,767	140,292	122,168	129,695	134,215	135,834	134,000
Iowa	69,531	72,190	78,414	74,882	69,490	75,350	80,529	82,840	86,636	*82,884	*93,139	*101,244	*106,985	*102,000
Kansas	*73,694	*83,139	*80,484	*71,778	*72,404	75,585	*80,068	*87,113	*93,046	*87,744	*98,616	102,685	113,872	119,725
Kentucky	34,132	35,841	34,989	31,621	32,111	37,445	43,613	51,840	59,341	53,373	69,629	75,891	81,663	77,412
Louisiana	46,303	44,697	47,783	41,853	42,007	44,779	59,398	76,251	80,630	80,167	84,475	81,793	93,305	73,638
Maine	36,544	37,435	38,771	36,203	35,271	37,093	38,079	39,276	43,171	42,663	41,673	43,914	45,748	43,000
Maryland	38,639	37,832	36,060	41,529	34,728	45,351	48,528	53,398	52,014	53,928	59,027	59,160	60,876	60,627
Massachusetts	98,268	102,918	103,888	102,959	99,854	96,508	100,411	102,400	104,316	104,134	106,624	109,462	110,650	109,783
Michigan	*175,944	*167,158	*152,635	*123,273	*121,639	*123,405	*127,283	*139,520	*146,117	*113,631	*90,798	*117,800	*129,589	*131,597
Minnesota	99,696	108,070	108,435	101,650	99,130	103,882	105,861	114,448	117,632	115,970	118,227	124,602	129,710	123,213
Mississippi	32,649	33,651	*30,721	*25,164	32,924	34,115	33,306	43,357	53,072	51,486	57,097	60,927	64,119	63,500
Missouri	85,443	*91,455	*95,975	*29,295	*103,795	107,709	115,819	*128,425	*134,457	*133,666	*141,609	*152,924	*164,546	*159,342
Montana	25,102	25,619	*24,037	*20,521	*27,480	*31,067	*35,542	*39,311	*40,081	*41,138	*44,480	*47,964	*51,476	*46,695
Nebraska	42,280	58,642	58,848	52,294	53,947	58,560	59,054	62,133	63,667	66,968	65,832	68,016	71,283	70,328
Nevada	6,613	6,257	6,950	6,527	5,927	6,391	6,875	*7,680	*8,092	*7,525	5,811	6,571	9,524	10,037
New Hampshire	13,980	19,028	18,671	17,378	19,872	22,382	23,455	*22,023	23,768	*23,597	*24,984	30,062	32,118	32,569
New Jersey	133,373	133,154	133,361	128,604	122,228	123,351	124,866	130,642	134,458	132,714	132,819	137,126	141,329	136,000
New Mexico	2,374	†13,700	15,884	15,020	15,290	16,112	16,245	22,731	31,117	29,915	28,488	30,090	30,806	28,000
New York	341,191	340,749	330,813	313,765	298,508	298,379	306,919	328,404	333,543	327,474	350,693	363,110	348,819	306,100
North Carolina	52,951	56,108	54,575	50,252	49,660	54,766	57,931	65,000	73,383	74,211	81,068	87,457	96,320	95,822
North Dakota	25,954	27,636	26,568	23,590	*25,342	26,315	28,780	29,650	32,084	33,061	34,544	37,019	40,788	41,935
Ohio	206,432	204,270	*191,929	167,492	*158,189	*159,845	*170,954	*172,273	*180,484	*177,314	*184,223	*190,854	*192,000	*160,000
Oklahoma	60,390	59,384	54,585	44,884	65,957	73,928	82,855	90,638	98,675	92,943	98,172	103,391	107,903	109,586
Oregon	21,876	22,437	22,950	34,477	32,206	41,411	42,594	49,746	60,660	59,829	62,749	67,756	75,538	75,217
Pennsylvania	217,408	218,657	219,812	216,334	219,497	215,016	229,028	249,637	257,330	255,654	269,062	263,112	274,967	274,745
Rhode Island	19,999	19,631	19,585	18,416	17,965	18,332	18,428	19,458	19,768	20,010	19,999	20,743	21,174	21,876
South Carolina	25,591	26,261	23,439	19,722	17,795	20,877	29,761	33,525	39,835	41,379	44,142	39,070	50,638	48,341
South Dakota	*22,780	24,977	33,516	19,542	22,764	23,032	26,931	28,172	29,766	28,494	30,282	32,296	34,952	33,000
Tennessee	*32,734	37,823	33,976	31,434	33,548	37,755	42,031	49,368	55,736	51,724	67,053	70,667	81,022	72,000
Texas	182,957	206,757	210,991	191,462	188,676	228,276	257,055	286,639	294,639	316,757	335,467	350,208	368,863	297,526
Utah	17,000	17,899	17,577	16,096	16,348	17,103	17,587	22,000	21,084	22,432	23,209	23,884	24,208	24,905
Vermont	8,559	8,228	8,463	8,309	7,924	8,612	9,031	8,682	9,029	9,042	9,576	9,628	10,327	9,858
Virginia	55,880	57,307	56,633	52,344	57,266	60,376	57,689	67,547	66,410	66,723	74,720	83,594	83,045	
Washington	62,348	63,188	60,062	63,826	62,548	64,321	68,657	79,500	84,577	83,204	85,494	93,395	94,772	92,000
West Virginia	40,173	40,373	39,359	32,916	33,415	27,253	29,305	36,906	44,558	43,785	48,289	51,520	49,541	49,321
Wisconsin	104,056	105,110	113,773	108,047	104,347	120,180	130,144	150,779	145,822	135,413	141,590	147,661	158,087	144,684
Wyoming	8,809	9,922	10,713	9,879	10,843	13,102	14,583	15,892	17,368	17,589	18,090	19,062	20,474	20,192
TOTALS	3,379,854	3,486,019	3,466,571	3,229,315	3,227,357	3,409,335	3,655,705	3,981,755	4,107,244	4,184,109	4,353,329	4,569,537	4,825,978	4,556,836

* Includes buses. † Large increase due to reclassification of trucks previously carried as passenger cars. ‡ Includes light commercial vehicles registered as passenger cars.

TOTAL U. S. TRUCK REGISTRATIONS BY YEARS (1904-1941)

		% Gain			% Gain			% Gain			% Gain			% Gain
1904	410	...	1912	41,400	107	1920	1,006,062	27	1928	3,113,999	7	1935	3,655,705	7.1
1905	600	46	1913	63,800	54	1921	1,117,100	11	1929	3,379,854	8	1936	3,981,755	9.1
1906	1,100	83	1914	85,500	34	1922	1,375,725	23	1930	3,486,019	3	1937	4,107,244	3.1
1907	1,700	55	1915	136,000	59	1923	1,612,569	17	1931	3,466,571	−.6	1938	4,184,109	2.0
1908	3,100	82	1916	215,000	58	1924	2,134,724	32	1932	3,229,315	−.7	1939	4,353,329	4.3
1909	6,050	95	1917	328,000	52	1925	2,440,854	14	1933	3,227,357	−0.6	1940	4,569,537	4.8
1910	10,000	65	1918	525,000	61	1926	2,764,222	13	1934	3,409,335	5.5	1941	4,825,978	5.6
1911	20,000	100	1919	794,372	51	1927	2,914,019	5				1942	4,556,836	−5.7

The Question... and the Answer

QUESTION: What piston rings are most widely used in badly tapered cylinders?

ANSWER: STEEL-VENT

QUESTION: What piston ring is surging ahead in rebored and resleeved jobs?

ANSWER: STEEL-VENT

And if you want to know why thousands of truck and bus operators, as well as car service shops, now recommend Steel-Vents *whenever* new rings are needed —you can have that answer, too.

In every community, from coast to coast, are operators of trucks and buses who have proven the economy of Steel-Vents, under conditions of hardest usage. Their experiences are available to you on request, through a corps of skilled field service men.

HASTINGS MANUFACTURING COMPANY · HASTINGS, MICH.
Hastings Mfg. of Canada, Ltd., Toronto
Piston Rings · Piston Expanders · Valv-Rings

HASTINGS

STEEL-VENT PISTON RINGS

Tough on oil-pumping · Gentle on cylinder walls

SLOWER SPEEDS INCREASE SLUDGE AND GUM IN MOTORS

WARNING TO FLEETS! Under present conditions it is inevitable that valves and rings will stick, carbon deposits will increase; oil passages may even clog up or become so restricted as to interfere with the normal flow of oil to vital parts.

Play safe by cleaning out your motors with Casite. Casite cleans out sludge and gum, and keeps them out; frees sticking valves and rings, and retards the formation of engine varnish.

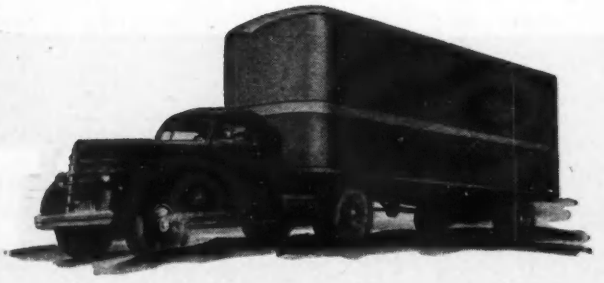
Casite also speeds the flow of oil to close tolerance parts, thus reducing friction and wear.

A clean motor is doubly important today, because a clean motor *performs better, wears less, saves gas and oil.*

That's why more and more of the nation's fleets are going to Casite! Plus the fact that it has been an accepted fleet maintenance product for upward of ten years and is used today by many of the largest fleets.

THE CASITE CORPORATION, HASTINGS, MICHIGAN

CASITE



CLEANS OUT MOTORS • KEEPS MOTORS CLEAN

CONTINUED FROM PAGE 41

GENERATOR TEST SPECIFICATIONS

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
AUTO-LITE (Cont.)							
GCE-4816A	1.66–1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4817	1.66–1.84	30.0	8.0	1500	30.0	8.0	1700
GCE-4820A	1.66–1.84	32.0	8.0	1600	32.0	8.0	1800
GCH-4801	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4802	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4803	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4805	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4806	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4607A	1.17–1.29	50.0	8.0	1025	50.0	8.0	1125
GCH-4608	1.17–1.29	50.0	8.0	1025	50.0	8.0	1125
GCH-4609A	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCH-4610B	1.17–1.29	40.0	8.0	975	40.0	8.0	1050
GCJ-4602B	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCJ-4602C	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCJ-4605A	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCJ-4605B	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCJ-4606	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCJ-4606A	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCJ-4811A	1.90–2.10	24.0–26.0	8.0	2620	20.7–22.7	8.0	2850
GCM-4802A	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4804	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4805	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4807A	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4808	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4809A	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4810	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4815A	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4816A	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4819	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCM-4826	3.50–3.89	21.0–23.0	8.0	2650	17.0–19.0	8.0	2750
GCR-4802	1.47–1.63°	15.0	15.0	1565	15.0	15.0	.....
GCS-4802	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4802-5	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4803A-5	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4804A	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4804B	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4804D	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4804DA	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4805A	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4806A	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4808	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4809A	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4810	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4811A	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4812	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCS-4813A	3.56–3.94	19.0–21.0	8.0	2100	15.4–17.4	8.0	2250
GCW-4804A	1.35–1.50°	17.0	15.0	1170	17.0	15.0	1280
GDA-4801	1.66–1.84	28.0	8.0	2025	28.0	8.0	2525
GDA-4803	1.66–1.84	28.0	8.0	2025	28.0	8.0	2525
GDA-4803A	1.66–1.84	28.0	8.0	2025	28.0	8.0	2525
GDA-4804A	1.66–1.84	28.0	8.0	2025	28.0	8.0	2525
GDA-4810A	1.66–1.84	25.0	8.0	1880	25.0	8.0	2380
GDB-4805	3.23–3.57°	10.0–12.0	15.0	2050	8.8–10.8	15.0	2200
GDF-4801	1.90–2.10	29.0–32.0	8.0	3200	26.4–29.4	8.0	3400
GDF-4801C	1.90–2.10	29.0–32.0	8.0	3200	26.4–29.4	8.0	3400
GDF-4804B	1.90–2.10	29.0–32.0	8.0	3200	26.4–29.4	8.0	3400
GDF-4815A	1.90–2.10	29.0–32.0	8.0	3200	26.4–29.4	8.0	3400
GDJ-4802A	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4803A	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4804A	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4805A	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4806A	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4808	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4809A	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDJ-4809B	1.48–1.64°	55.0	15.0	1080	55.0	15.0	1180
GDM-4803	1.41–1.56°	30.0	15.0	1275	30.0	15.0	1435
GDO-4801A	1.10–1.30	30.0	8.0	840	30.0	8.0	.....
GDT-4802	1.58–1.79	40.0	8.0	1350	40.0	8.0	1550
GDW-4801	.97–1.07††	10.0	30.0	925	10.0	30.0	.....
GDW-4801A	.97–1.07††	10.0	30.0	925	10.0	30.0	.....
GDZ-4801	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4801C	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4801D	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4801H	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4802	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4802A	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4804A	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4805A	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4807A	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4809	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4810A	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GDZ-4811A	1.60–1.78	30.0–36.7	8.0	2000	30.0–36.7	8.0	2350
GEB-4801A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4801B	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4803B	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4804A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4805A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4806B	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4806C	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4806D	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4807	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4809	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4810	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4811A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4813	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4814	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4815A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4816A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4821A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4822A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4823	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4826A	1.60–1.78	25.0	8.0	1100	25.0	8.0	1230
GEB-4827	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4828A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEB-4829A	1.60–1.78	32.0	8.0	1165	32.0	8.0	1420
GEG-4811A	1.60–1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-4813	1.60–1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-4814	1.60–1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-4822	1.60–1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-5001A	1.60–1.78	40.0	8.0	1465	40.0	8.0	1690
GEG-5002	1.60–1.78	40.0	8.0	1465	40.0	8.0	1690
GEH-4806	1.38–1.53°	17.0	15.0	1125	17.0	15.0	1240
GEW-4801	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4802	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4803A	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4804	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4805	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4806	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4806A	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4806B	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GEW-4806C	1.60–1.78	25.0	8.0	960	25.0	8.0	1250
GFL-4801	.83–.92††	5.0	30.0	1250	5.0	30.0	.....
DELCO-REMY							
417	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
419	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
440	1.39–1.47°	24–26	13.0	1100	18	13.0	3000
469	1.09–1.20°	40	13.0	1100	.....	.....	.....
508	1.78–1.92°	57	13.0	800	.....	.....	.....
511	1.78–1.92°	80	13.0	800	.....	.....	.....
518	1.78–1.92°	57	13.0	800	.....	.....	.....
519	1.78–1.92°	80	13.0	800	80	13.0	3000
530	1.09–1.20°	50	13.0	1700	.....	.....	.....
535	1.09–1.20°	40	13.0	1100	.....	.....	.....
538	1.09–1.20°	40	13.0	1100	.....	.....	.....
539	1.09–1.20°	40	13.0	1100	.....	.....	.....
550	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
555	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
556	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
557	1.39–1.47°	13–15	13.0	1200	10	13.0	3000
560	1.12–1.23§	14	26.0	1000	.....	.....	.....
561	1.39–1.47°	24–26	13.0	1100	18	13.0	3000
563	3.53–3.75	40	7.0	950	.....	.....	.....
564	3.53–3.75	28–30	7.0	1000	22–24	7.0	1200
567	3.5–3.7	38–40	7.0	1500	30–32	7.0	1700
568	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
603	1.2–1.3°	20	13.0	950	.....	.....	.....
604	3.53–3.75	28–30	7.0	1000	22–24	7.0	1200
605	1.26–1.33°	20	13.0	950	.....	.....	.....
606	1.26–1.33°	33	13.0	950	.....	.....	.....
607	1.26–1.33°	40	13.0	1250	.....	.....	.....
608	3.53–3.75	40	7.0	950	.....	.....	.....
609	3.53–3.75	40	7.0	950	.....	.....	.....
613	1.09–1.20°	40	13.0	1100	.....	.....	.....
614	1.58–1.71	50	7.5	800	.....	.....	.....
615	1.09–1.20°	40	13.0	1100	.....	.....	.....
616	3.53–3.75	28–32	7.0	1000	22–24	7.0	1200
622	1.09–1.20°	40	13.0	1100	.....	.....	.....
625	1.09–1.20°	40	13.0	1100	.....	.....	.....
630	1.09–1.20°	40	13.0	1100	.....	.....	.....
633	1.09–1.20°	40	13.0	1100	.....	.....	.....
634	1.09–1.20°	40	13.0	1100	.....	.....	.....
637	1.09–1.20°	40	13.0	1100	.....	.....	.....
639	1.09–1.20°	40	13.0	1100	.....	.....	.....
670	3.53–3.75	40	7.0	950	.....	.....	.....
671	3.53–3.75	40	7.0	950	.....	.....	.....
672	1.39–1.47°	40	13.0	1400	.....	.....	.....
673	3.53–3.75	40	7.0	950	.....	.....	.....
674	3.53–3.75	28–30	7.0	1000	22–24	7.0	1200
677	1.39–1.47°	24–26	13.0	1100	18	13.0	3000
678	1.39–1.47°	40	13.0	1400	.....	.....	.....
679	3.53–3.75	40	7.0	950	.....	.....	.....
680	3.53–3.75	40	7.0	950	.....	.....	.....
682	1.26–1.33°	33	13.0	950	.....	.....	.....
687	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
688	3.53–3.75	40	7.0	950	.....	.....	.....
689	3.53–3.75	40	7.0	950	.....	.....	.....
690	1.26–1.33°	33	13.0	950	.....	.....	.....
691	1.39–1.47°	40	13.0	1400	.....	.....	.....
692	1.26–1.33°	40	13.0	1250	.....	.....	.....
693	1.26–1.33°	40	13.0	1250	.....	.....	.....
694	1.26–1.33°	33	13.0	950	.....	.....	.....
695	1.35–1.48°	24–26	13.0	1600	18	13.0	3000
696	1.26–1.33°	33	13.0	950	.....	.....	.....
697	1.39–1.47°	40	13.0	1400	.....	.....	.....
698	1.39–1.47°	40	13.0	1400	.....	.....	.....
699	1.26–1.33°	40	13.0	1250	.....	.....	.....
916B	1.25–1.45°	17	14.5–14.7	1250	.....	.....	.....
916D	1.7–2.0	28	8.0	1400	.....	.....	.....
916E	1.08–1.15°	17	14.5–14.7	1650	.....	.....	.....
916G	1.25–1.45°	17	14.5–14.7	1250	.....	.....	.....

CONTINUED ON PAGE 112

CONTINUED FROM PAGE 111

GENERATOR TEST SPECIFICATIONS

DELCO-REMY (Cont.)

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
916H	1.7-2.0	26	8.1-8.3	1325			
918J	1.25-1.45*	17	14.5-14.7	1250			
916K	1.7-2.0	26	8.1-8.3	1325			
925F	2.7-3.0	30	8.0	1800	28	8.0	1900
925H	2.7-3.0	30	8.0	1800	28	8.0	1900
927X	2.0-2.5*	16-18	13.0	2200	13-15	13.0	2500
928B	1.08-1.15*	17	14.5-14.7	1650			
930B	1.8-2.3	22	8.0	1100			
930C	1.08-1.15*	17	14.5-14.7	1650			
930G	1.8-2.3	28	8.0	1450			
930H	1.8-2.3	26	8.1-8.3	1450			
932A	2.7-3.0	25-28	9.0-9.4	1900	20-24	8.5-8.9	2100
932B	3.5-4.0	22-24	8.6-9.0	1300	13.5-16.5	7.7-8.1	1700
934A	1.7-2.0	26	8.0	1400			
934D	1.25-1.45*	17	14.5-14.7	1250			
934C	1.7-2.0	26	8.0	1400			
934D	1.25-1.45*	17	14.5-14.7	1250			
934E	1.7-2.0	26	8.0	1400			
934F	1.7-2.0	26	8.1-8.3	1325			
934G	1.25-1.45*	17	14.5-14.7	1250			
934H	1.7-2.0	26	8.0	1400			
934J	1.25-1.45*	17	14.5-14.7	1250			
934M	1.7-2.0	26	8.0	1400			
934N	1.25-1.45*	17	14.5-14.7	1250			
934P	1.7-2.0	26	8.0	1400			
934R	1.25-1.45*	17	14.5-14.7	1250			
934S	1.7-2.0	26	8.0	1400			
934T	1.25-1.45*	17	14.5-14.7	1250			
934U	1.7-2.0	26	8.0	1400			
934V	1.25-1.45*	17	14.5-14.7	1250			
934W	1.7-2.0	26	8.0	1400			
934X	1.25-1.45*	17	14.5-14.7	1250			
934Y	1.7-2.0	26	8.0	1400			
936P	2.3-2.6	18-21	8.2-8.5	2400	15-18	7.9-8.3	2900
936Z	2.3-2.6	17-20	8.2-8.5	2400	13-15	7.7-8.0	3000
936B	2.3-2.6	19-23	8.4-8.8	2800	16-20	8.1-8.5	3100
936M	2.3-2.6	19-23	8.4-8.8	2800	16-20	8.1-8.5	3100
936Z	2.3-2.6	19-23	8.4-8.8	2800	16-20	8.1-8.5	3100
937R	3.5-4.5	15-17	7.9-8.2	1700	10-12	7.4-7.7	1800
937Y	3.5-4.5	15-18	7.9-8.3	2000	13-15	7.7-8.0	2400
938E	4.0-6.1	15-17	7.9-8.1	1400	11-14	7.5-7.8	1750
939J	3.3-4.0*	15-18	15.9-16.8	2800	13-15	15.5-16.0	2800
939U	4.0-6.1	19-21	8.3-8.5	1800	9-12	7.3-7.6	2000
939Y	2.8-3.2*	8-10	14.4-14.6	1500	6- 8	14.2-14.4	1600
941H	4.0-6.1	19-22	8.3-8.7	1550	9-12	7.3-7.7	1900
943H	4.0-6.9	13-16	7.7- 8.0	1600	10-12	7.5- 7.7	1800
943J	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
943V	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946S	4.0-6.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1480
946W	2.8-3.0*	6-8	14.9-15.2	1500	4-6	13.9-14.5	2000
946B	3.5-4.5	15-18	7.9- 8.3	2000	13-15	7.7- 8.0	2400
946C	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946D	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946G	3.5-4.5	15-18	7.9- 8.3	2000	13-15	7.7- 8.0	2400
946H	3.5-4.5	19-22	8.3- 8.7	2400	12-15	7.6- 8.0	2600
946J	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946N	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946P	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946S	3.5-4.5	15-17	7.9- 8.2	1700	10-12	7.4- 7.7	1800
946C	2.3-2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
946F	2.3-2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
946G	2.3-2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
946H	2.3-2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
946J	4.0-6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
946K	2.3-2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
946M	4.0-6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
946P	2.3-2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
946R	2.3-2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
946V	2.3-2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
952	1.5 -1.7*	54	13.0	1000			
953Q	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
953V	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
955	1.54-1.71*	54	13.0	1000			
956E	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
956D	4.0 -6.1	20-22	8.4- 8.6	1550	10-12	7.4- 7.6	1700
956E	4.0 -6.1	20-22	8.4- 8.6	1550	10-12	7.4- 7.6	1700
957	1.5 -1.7*	54	13.0	1000			
957B	4.0 -5.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1480
957M	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
957T	4.0 -5.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1480
957W	2.8 -3.5	19-21	8.4- 8.6	1800	11-14	7.6- 7.8	2000
957X	2.5- 3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
957Y	1.75-2.25	17-20	8.2- 8.5	1900	13-15	7.7- 8.0	1900
957Z	2.8 -3.5	23-26	8.8- 9.2	1900	13-16	7.7- 8.1	2200
958A	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
958C	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
958D	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
958E	2.8 -3.5	18-20	8.2 -8.5	2000	15-17	7.9- 8.2	2200
959L	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
959Y	4.0 -6.1	15-17	7.9- 8.1	1400	11-14	7.5- 7.8	1750
960A	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
960B	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
960C	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
960D	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
960E	2.3 -2.6	22-25	8.7- 9.1	3000	17-20	8.1- 8.5	3200
960F	3.5 -4.5	15-18	7.9- 8.3	2000	13-15	7.7- 8.0	2400
962	1.58-1.71	40	7.5	975			

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M
963	1.1 -1.2*	40	13.0	1100			
964	1.5 -1.7*	54	13.0	1000			
965A	2.8 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
965W	2.8 -3.5	23-26	8.8- 9.2	1900	13-16	7.7- 8.1	2200
965Z	2.5 -3.0*	8-10	14.5-15.5	1700	5-7	14.1-14.9	2000
966	1.5 -1.7*	54	13.0	1000			
967R	4.0 -5.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1480
967V	4.0 -6.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1480
967Y	2.8 -3.5	23-26	8.8- 9.2	1900	13-16	7.7- 8.1	2200
968B	2.5 -3.0*	14-16	15.7-16.1	1700	12-14	15.3-15.7	1850
968Q	2.8 -3.5	22-25	8.7- 9.0	1800	13-16	7.8- 8.1	2000
968H	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968J	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968K	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968P	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968T	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
968V	4.0 -6.9	18-20	8.3- 8.5	1300	9-12	7.3- 7.6	1400
973E	1.8 -1.9	24-26	7.0	1600	18-21	7.0	1800
973G	.63-.69*	21-23	13.0	2400	16-18	13.0	2900
974	1.64-1.71*	54	13.0	1000			
975J	1.2 -1.3*	22-24	13.0	2000	15-17	13.0	2100
975S	1.5 -1.7	28-30	9.3- 9.6	2000	21-23	8.6- 8.9	2000
977E	.58-.63§	10	28.0	1200			
977J	1.5 -1.7	26-28	7.0	1400	21-23	7.0	1600
977K	1.63-1.67	17-19	7.0	1200	13-15	7.0	1200
977L	1.63-1.67	29-28	7.0	1400	21-23	7.0	1600
977P	1.63-1.67	28-28	7.0	1400	21-23	7.0	1600
977U	1.5 -1.7	30-31	7.0	2000	28-30	7.0	2100
977V	1.2 -1.3*	28-28	13.0	2800	23-28	13.0	3000
977Y	1.2 -1.3*	17-20	13.0	1500	13-16	13.0	1500
978A	1.63-1.67	17-19	7.0	1200	13-15	7.0	1200
SM1166	2.8 -3.2*	8-10	14.4-14.6	1500	6-8	14.2-14.4	1900
SM1298	1.1 -1.2*	50	13.0	1700			
SM1301	2.3 -2.5*	17-19	16.1-16.6	2200	13-15	15.6-16.0	2200
SM1322	1.3 -1.5*	16-18	16.1-16.5	2400	11-13	15.1-15.5	2600
SM1324	1.1 -1.2*	40	13.0	1100			
SM1328	1.1 -1.2*	40	13.0	1100			
SM1374	1.5 -1.7	17-19	7.0	1200	13-15	7.0	1200
SM1648	1.38-1.46*	24-28	13.0	1600	16	13.0	3000
SM1649	1.4 -1.5*	13-15	13.0	1200	10	13.0	3000
SM1616	1.2 -1.3*	22-24	13.0	2000	15-17	13.0	2100
SM1680	1.12-1.23§	14	26.0	1000			
SM1764	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
SM1788	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
SM1908	4.4 -5.0	22-24	8.8- 9.0	1400	14-17	7.8- 8.2	1900
SM1884	1.4 -1.5*	24-28	13.0	1100	18	13.0	3000
SM1909	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
1100004	2.3 -2.6	28-30	8.0	3400	25-28	8.0	3800
1100006	2.3 -2.6	28-30	8.0	3400	25-28	8.0	3800
1100008	2.3 -2.6	28-30	8.0	3400	25-28	8.0	3800
1100451	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
1100452	2.3 -2.6	17-20	8.2- 8.5	2400	13-15	7.7- 8.0	3000
1100456	2.3 -2.6	19-23	8.4- 8.8	2800	16-20	8.1- 8.5	3100
1100458	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
1100459	2.3 -2.6	18-21	8.2- 8.5	2400	15-18	7.9- 8.3	2900
1100483	2.3 -2.6	23-27	8.8- 9.0	3000	18-23	8.2- 8.7	3200
1101380	3.5 -4.5	15-17	7.9-8.2	1700	10-12	7.4- 7.7	1800
1101654	4.0 -6.1	19-22	8.3- 8.7	1550	9-12	7.3- 7.7	1900
1101702	2.8 -3.1*	11-13	15.0	2400	9-12	14.7-15.0	2800
1101766	2.8 -3.1*	11-13	15.0	2400	9-12	14.7-15.0	2800
1101710	2.8 -3.2*	8-10	14.4-14.8	1500	6-8	14.2-14.4	1900
1101714	1.5 -1.6*	18-21	15.0	3400	15-18	15.0	3500
1101716	2.8 -3.2*	8-10	14.4-14.8	1500	6-8	14.2-14.4	1900
1101729	1.5-1.67*	8-10	14.4-14.9	2200	6-8	14.1-14.5	2400
1101738	1.5 -1.6*	18-21	15.0	3400	15-18	15.0	3500
1101744	1.5-1.65*	18-21	15.0	3400	15-18	15.0	3500
1102402	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102403	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102404	4.0 -6.1	20-22	8.4- 8.6	1550	10-12	7.4- 7.6	1700
1102405	1.75-2.25	17-19	7.9- 8.1	1700	13-15	7.7- 8.0	1900
1102407	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102408	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102413	2.8 -3.5	18-20	8.2- 8.5	2000	15-17	7.9- 8.2	2200
1102501	2.8 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
1102514	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
1102520	2.5 -3.0*	11-13	15.1-15.5	1700	7-9.5	14.2-14.6	2000
1102660	1.8 -1.9	30*	8.0	1700			
1102667	1.8 -1.9	30*	8.0	1700			
1102670	1.8 -1.9	30*	8.0	1700			
1102673	1.76-1.88	30*	8.0	1700			
1102674	1.76-1.88	30*	8.0	1700			
1102675	1.76-1.88	30*	8.0	1700			
1102676	1.76-1.88	30*	8.0	1700			
1102677	1.76-1.88	26*	8.0	1450			
1102678	1.76-1.88	30*	8.0	1700			
1102685	1.76-1.88	30*	8.0	1700			
1102689	1.67-1.82	30*	8.0	1750			
1102690	1.67-1.82	30*	8.0	1750			
1102953	1.8 -1.7*	18*	15.0	1480			
1102955	1.8-1.7*	18*	15.0	1480			
1102957	1.8-1.7*	18*	15.0	1480			
1102961	1.8 -1.7*	18*	15.0	1480			
1105201	1.0-1.15*	17	14.5-14.7	1650			
1105529	1.7 -2.0	28	8.0	1400			
1105530	1.7 -2.0	28	8.0	1400			
1105532	1.7 -2.0	28	8.0	1400			
1105728	1.25-1.45*	17	14.5-14.7	1250			

CONTINUED ON PAGE 114

A HUSKY TASK FORCE OF FEDERALS PROVES ITS METTLE IN THE BATTLE OF STEEL

MESABI—GUYUNA—GOGEBIC—MENOMINEE—strange sounding, yet mighty important names in the fierce battle of steel now waged on the work fronts of America. From the great open pit iron mines of these famous ranges comes a gigantic flood of ore, feeding the Bessemer and open hearth furnaces of our war girded industry.

It's a production flood—swelling to 90 million tons or more for 1942. This all-time high in iron ore output tops the previous war peak of 1916 by over 35%. To set this record, unsung heroes of these pit mines have been toiling and sweating 24 hours a day, six days a week, to make sure our industrial effort shall not fail—to serve the ends of swifter victory. Into the production breech have gone fleets of husky ore trucks to match the back-breaking performance of both producers and miners with a brand of consistent, round-the-clock dependability that has won the everlasting respect and esteem of men who have the "know how" to really deliver the goods.

"KEEP 'EM ROLLING!"

Pledged U.S. TRUCK CONSERVATION CORPS

● America's trucks—YOUR TRUCKS—must keep working for Victory. Frequent and thorough check-ups with any Federal Dealer will help keep trucks on the job. Pledge yourself to "keep 'em rolling" for Uncle Sam.

Federal's part in helping speed this essential work is added evidence of the inherent qualities of heavy duty, all-truck performance so consistently built into its transport units of varying tonnage capacities. Again we repeat: "Toss the Tough Jobs to Federal!"

FEDERAL MOTOR TRUCK CO., DETROIT, MICH.

FEDERAL TRUCKS

Since 1910 . . . Known in Every Country—Sold on Every Continent

GENERATOR

CONT'D FROM P. 112

TEST SPECIFICATIONS

GENERATOR MAKE AND MODEL	MAXIMUM OUTPUT						
	Field Amps. at 6 Volts	COLD			HOT		
		Amps.	Volts	R.P.M.	Amps.	Volts	R.P.M.
DELCO-REMY (Cont.)							
1108727	1.25-1.45*	17	14.5-14.7	1250			
1108732	1.25-1.45*	17	14.5-14.7	1250			
1108733	1.2 -1.4*	17	14.5-14.7	1250			
1108734	1.25-1.45*	17	14.5-14.7	1250			
1108735	1.25-1.45*	17	14.5-14.7	1250			
1108738	1.2- 1.4*	17	14.5-14.7	1250			
1108740	1.2- 1.4*	17	14.5-14.7	1250			
1108741	1.2 -1.4*	17	14.5-14.7	1250			
1108742	1.2 -1.4*	17	14.5-14.7	1250			
1108744	1.2 -1.4*	17	14.5-14.7	1250			
1108747	1.2 -1.4*	17	14.5-14.7	1250			
1108782	1.7 -2.0	26	9.1- 9.3	1325			
1108783	.63- .69§	5-7	26.0	2000	4.5- 6.5	26.0	2000
1108784	.84-.92‡	6-8	34.0	1800			
1108785	.84-.92‡	6-8	34.0	1800			
1108786	.63-.69§	5-7	26.0	2000	4.5- 6.5	26.0	2000
1108760	.63-.69§	5-7	26.0	2000	4.5- 6.5	26.0	2000
1108776	1.25-1.45*	17	14.5-14.7	1250			
1108778	1.25-1.45*	17	14.5-14.7	1250			
1108851	1.82-1.94	40	8.0	1850			
1108854	1.70-1.90	25▼	8.0	1150			
1108856	1.82-1.94	40	8.0	1850			
1108859	1.70-1.90	25▼	8.0	1150			
1106252	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
1106253	1.5 -1.7	30-31	7.0	2000	28-30	7.0	2100
1106254	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
1106255	1.53-1.67	17-19	7.0	1200	13-15	7.0	1200
1106403	1.8 -2.0	35	8.0	1040			
1106451	1.2 -1.3*	8	13.0	640			
1106452	1.2 -1.3*	16	15.0	1050			
1106455	1.2 -1.3*	8	13.0	640			
1106576	.91- .98	35	8.0	1400			
1106577	.91- .98	35	8.0	1400			
1106578	.91- .98	35	8.0	1400			
1106579	.91- .98	35	8.0	1400			
1106580	.91- .98	35	8.0	1400			
1106582	1.5 -1.7	40	7.5	1080			
1106583	1.5 -1.7	40	7.5	1080			
1106584	1.5 -1.7	40	7.5	1080			
1106585	1.5 -1.7	40	7.5	1080			
1106586	1.54-1.67	40	7.5	1080			
1106587	1.54-1.67	40	7.5	1380			
1106589	1.77-2.0	30	8.0	960			
1106590	1.54-1.67	40	7.5	1380			
1106591	1.54-1.67	50	7.5	1400			
1106593	.91- .98	35	8.0	1400			
1106626	1.2 -1.3*	25	13.0	1300			
1106627	1.20-1.27*	25	13.0	1200			
1106628	1.20-1.27*	25	13.0	1200			
1106629	1.2 -1.3*	25	13.0	1300			
1106630	1.20-1.27*	25	13.0	1200			
1106631	1.20-1.27*	25	13.0	1200			
1106632	1.20-1.27*	25	13.0	1200			
1106633	1.2 -1.3*	25	13.0	1300			
1106635	1.20-1.27*	25	13.0	1200			
1106636	1.20-1.27*	25	13.0	1200			
1106637	1.2 -1.3*	25	13.0	1300			
1106638	1.2 -1.3*	25	13.0	1300			
1106639	1.2 -1.3*	25	13.0	1300			
1106640	1.2 -1.3*	25	13.0	1300			
1106641	1.2 -1.3*	25	13.0	1300			
1106642	1.2 -1.3*	25	13.0	1300			
1106643	1.2 -1.3*	25	13.0	1300			
1106651	1.20-1.27*	25	13.0	1300			
1106653	1.2-1.27*	40	13.0	2300			
1106654	1.20-1.27*	25	13.0	1300			
1107013							
1117001	1.2 -1.3*	40	13.0	1250			
1117002	1.3 -1.5*	24-26	13.0	1600	18	13.0	3000
1117003	3.5 -3.7	28-32	7.0	1000	22-24	7.0	1200
1117004	1.2 -1.4*	40	13.0	1250			
1117005	1.28-1.33*	40	13.0	1250			
1117006	3.5 -3.7	40	7.0	950			
1117008	3.5 -3.7	40	7.0	950			
1117009	3.5 -3.7	40	7.0	950			
1117011	3.5 -3.7	28-30	7.0	1000	22-24	7.0	1200
1117012	1.28-1.33*	40	13.0	1250			
1117013	3.5 -3.7	40	7.0	950			
1117014	1.4 -1.5*	13-15	13.0	1200	10	13.0	3000
1117015	1.2 -1.3*	40	13.0	1250			
1117017	1.1 -1.2§	14	26.0	1000			
1117018	1.3 -1.5*	24-26	13.0	1600	18	13.0	3000
1117020	1.3 -1.5*	24-26	13.0	1600	18	13.0	3000
1117022	1.46-1.49*	18	13.0	1100			
1117026	1.28-1.33*	40	13.0	1250			
1117030	1.36-1.46	19-21	17.0	1200	15-17	15.9-16.4	1400
1117033	1.28-1.33*	40	13.0	1250			
1117202	.79- .84‡	25	35.0	1450			
1117203	.79- .84‡	25	35.0	1450			
1117204	1.1 -1.2*	40	13.0	1100			
1117501	1.78-1.92*	57	13.0	800	57	13.0	3000
1117502	.47- .53‡	40	35.0	1050			
1117503	.47- .53‡	40	35.0	1050			
1117507	1.8 -1.9*	57	13.0	800			
1117509	1.8 -1.9*	80	13.0	800			

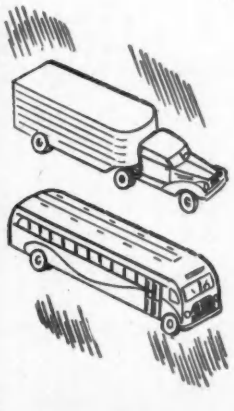
CHARGING CONTROLS

UNIT MODEL NUMBER	CUT-OUT RELAY		CURRENT REGULATOR		VOLTAGE REGULATOR	
	Closing Volts	Opening Amps.	Point Open (Inches)	Current Setting (Amp.)	Voltage Setting Closed Circuit (†) Open Circuit (*) Volts-Points Open (*)	
AUTO-LITE					70°F.	110°F.
CB-4012	6.5- 7.2	.5-2.5				
CB-4013	13.0-14.5	.5-2.0				
CB-4014	6.5- 7.2	.5-2.5				
CB-4014C	6.5- 7.2	.5-2.5				
CB-4021	6.5- 7.2	.5-2.5				
CB-4025	6.5- 7.2	.5-2.5				
RA-4004	6.5- 7.2	.5-2.5				
TC-4301A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4302A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4303C	13.0-14.5	.5-2.0			16.6-17.4*	16.0-16.8*
TC-4306A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4317A	6.5- 7.2	.5-2.5			8.2- 8.7*	7.9- 8.4*
TC-4320B	6.5- 7.2	.5-2.5			8.2- 8.7*	8.0- 8.4*
VRA-4102A	13.0-13.5	.5-6.0	.010 min.	39-41	14.3-14.6†	14.1-14.4†
VRB-4002C	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.2- 7.5†
VRB-4004B	6.4- 7.0	.5-3.0	.010-.020	27-29	7.3- 7.6†	7.2- 7.5†
VRB-4004C	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.2- 7.5†
VRB-4005A	6.4- 7.0	.5-3.0	.010-.020	21-23	7.3- 7.6†	7.2- 7.5†
VRB-4007A	6.4- 7.0	.5-3.0	.010-.020	29-31	7.3- 7.6†	7.2- 7.5†
VRB-4008A	6.4- 7.0	.5-3.0	.010-.020	29-31	7.3- 7.6†	7.2- 7.5†
VRB-4008B	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.2- 7.5†
VRB-4008E	6.4- 7.0	.5-3.0	.010-.020	31-33	7.3- 7.6†	7.2- 7.5†
VRB-4009A	6.4- 7.0	.5-3.0	.010-.020	24-26	7.3- 7.6†	7.2- 7.5†
VRB-4012A	6.4- 7.0	.5-3.0	.010-.020	27-29	7.3- 7.6†	7.2- 7.5†
VRC-4101A	6.5- 7.0	.5-4.0	.010 min.	39-41	7.3- 7.6†	7.2- 7.5†
VRC-4101B	6.5- 7.0	.5-4.0	.010 min.	49-51	7.3- 7.6†	7.2- 7.5†
VRD-4002A	6.4- 7.0	.5-3.0			7.3- 7.6†	7.2- 7.5†
VRD-4002B	6.4- 7.0	.5-3.0			7.3- 7.6†	7.2- 7.5†
VRD-4004A	6.4- 7.0	.5-3.0			7.3- 7.6†	7.2- 7.5†
VRD-4006B	6.4- 7.0	.5-3.0			7.3- 7.6†	7.2- 7.5†
VRE-4002A	13.0-13.7	.5-3.0	.010-.020	14-16	14.3-14.6†	14.2-14.5†
VRE-4002B	13.0-13.7	.5-3.0	.010-.020	16-18	14.3-14.6†	14.2-14.5†
VRE-4002C	13.0-13.7	.5-3.0	.010-.020	19-21	14.3-14.6†	14.2-14.5†
VRG-4102B	13.0-13.5	.5-6.0	.010 min.	25-27	14.3-14.6†	14.2-14.5†
VRG-4103B	13.0-13.5	.5-6.0	.010 min.	25-27	14.3-14.6†	14.2-14.5†
VRH-4101A	13.0-13.5	.5-6.0	.010 min.	54-56	14.3-14.6†	14.2-14.5†
VRH-4102A	13.0-13.5	.5-6.0	.010 min.	54-56	14.3-14.6†	14.2-14.5†
VRH-4104A-1	13.0-13.5	.5-6.0	.010 min.	54-56	14.3-14.6†	14.2-14.5†
VRK-4001A	25.0-25.7	.5-2.0	.010-.020	9.8-10.2	27.4-27.6†	26.7-26.9†
VRP-4001A	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4001B	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4001F	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4004A	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4004C	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4004E	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4004F	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4004G	6.4- 6.6	4-6	.012 min.	24-26	7.2- 7.5†	7.1- 7.4†
VRP-4005A	6.4- 6.6	4-6	.012 min.	34-36	7.2- 7.5†	7.1- 7.4†
VRP-4005B	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4005E	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4006A	6.4- 6.6	4-6	.012 min.	29-31	7.2- 7.5†	7.1- 7.4†
VRP-4006E	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4006F	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4007A	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4007B	6.4- 6.6	4-6	.012 min.	39-41	7.2- 7.5†	7.1- 7.4†
VRP-4009D	6.4- 6.6	4-6	.012 min.	24-26	7.2- 7.5†	7.1- 7.4†
VRP-4010A	6.4- 6.6	4-6	.012 min.	31-33	7.2- 7.5†	7.1- 7.4†
VRP-4102A	6.4- 6.6	4-6	.012 min.	21-23	7.2- 7.5†	7.1- 7.4†
VRR-4003A	6.4- 6.6	4-6			7.2- 7.5†	7.1- 7.4†
VRR-4004A	6.4- 6.6	4-6			7.2- 7.5†	7.1- 7.4†
VRS-4004B	13.0-13.7	1-5	.012 min.	16-18	14.2-14.8†	14.0-14.6†
VRS-4005A	13.0-13.7	1-5	.012 min.	14-16	14.2-14.8†	14.0-14.6†
VRS-4005C	13.0-13.7	1-5	.012 min.	19-21	14.2-14.8†	14.0-14.6†
VRS-4006C	13.0-13.7	1-5	.012 min.	16-18	14.2-14.8†	14.0-14.6†
VRV-4001A	26.0-27.0	1.9-3.0	.012 min.	9.8-10.2	28.5-.50†	27.81-.50†
VRV-4101A	26.0-27.0	1.9-3.0	.012 min.	4.8- 5.2	28.0-29.0†	27.3-28.3†
VRY-4201A	6.4- 6.6	.5-6.0	.010 min.	25-27	7.2- 7.5†	7.1- 7.4†
VRY-4203A	6.4- 6.6	.5-6.0	.010 min.	39-41	7.2- 7.5†	7.1- 7.4†
DELCO-REMY					70°F.	150°F.
265B	7.0- 7.5	0-3.0				
265G	7.0- 7.5	0-3.0				
265H	7.0- 7.5	0-3.0				
266P	7.0- 7.5	0-3.0				
267B	13.5-14.0	0-2.0				
5524	13.5	0-3.0			15.0*	
5528	13.5	0-3.0	.015	40	15.0*	
5529	13.5	0-3.0	.015	18	15.0*	
5530	13.5	0-3.0	.015	50	15.0*	
5533	7.0	0-3.0			8.5*	
5534	7.0	0-3.0			8.5*	
5535	13.5	0-3.0			15.0*	
5538	7.0	0-3.0			8.5*	
5540	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5542	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5544	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5561	26.0	0-3.0	.015	14		30.0*
5562	26.0	0-3.0	.015	10		30.0*
5565	26.0	0-3.0	.015	25		30.0*
5567	7.0	0-3.0	.015	40		8.5*
5569	13.5	0-3.0	.015	30		15.0*
5571	13.5	0-3.0	.015	57		15.0*
5572	35.0	0-3.0	.015	25		40.0*

CONTINUED ON PAGE 116

CLEVELAND PNEUMATIC SHOCK ABSORBERS PROTECT THIS "Airplane Ambulance"

EMERGENCY calls on wrecking assignments send these Federal C-2 Wreckers to the injured planes *pronto!* They must hurry across the roughest kind of fields, since they are being used all over the world, wherever American bombers are based. Because they are equipped with Cleveland Pneumatic shock absorbers, these huge trucks can withstand these extra-tough operating conditions.



CLEVELAND PNEUMATIC UNITS OFFER THE SAME PROTECTION FOR FLEETS

Our shock absorbers will give the same sturdy performance on your trucks and buses. Both hydraulic and pneumatic, these units readily absorb shock and prevent recoil. Thus they save tires, lessen driver fatigue, reduce wear, and give a smooth cushioned ride for the passengers or cargo. Built with precision craftsmanship to close tolerances, these units, if properly serviced, *will last as long as the vehicle.*

Send for our free booklet, "Meet the Judge." Full of illustrations and diagrams, it tells how our units will protect your fleet.

Cle-Air units are of the hydraulic-pneumatic type, identical in operating principle with the world-famous Aerol landing gear for airplanes.

THE CLEVELAND PNEUMATIC TOOL COMPANY

AUTOMOTIVE DIVISION ★ CLEVELAND, OHIO

CHARGING CONTROL

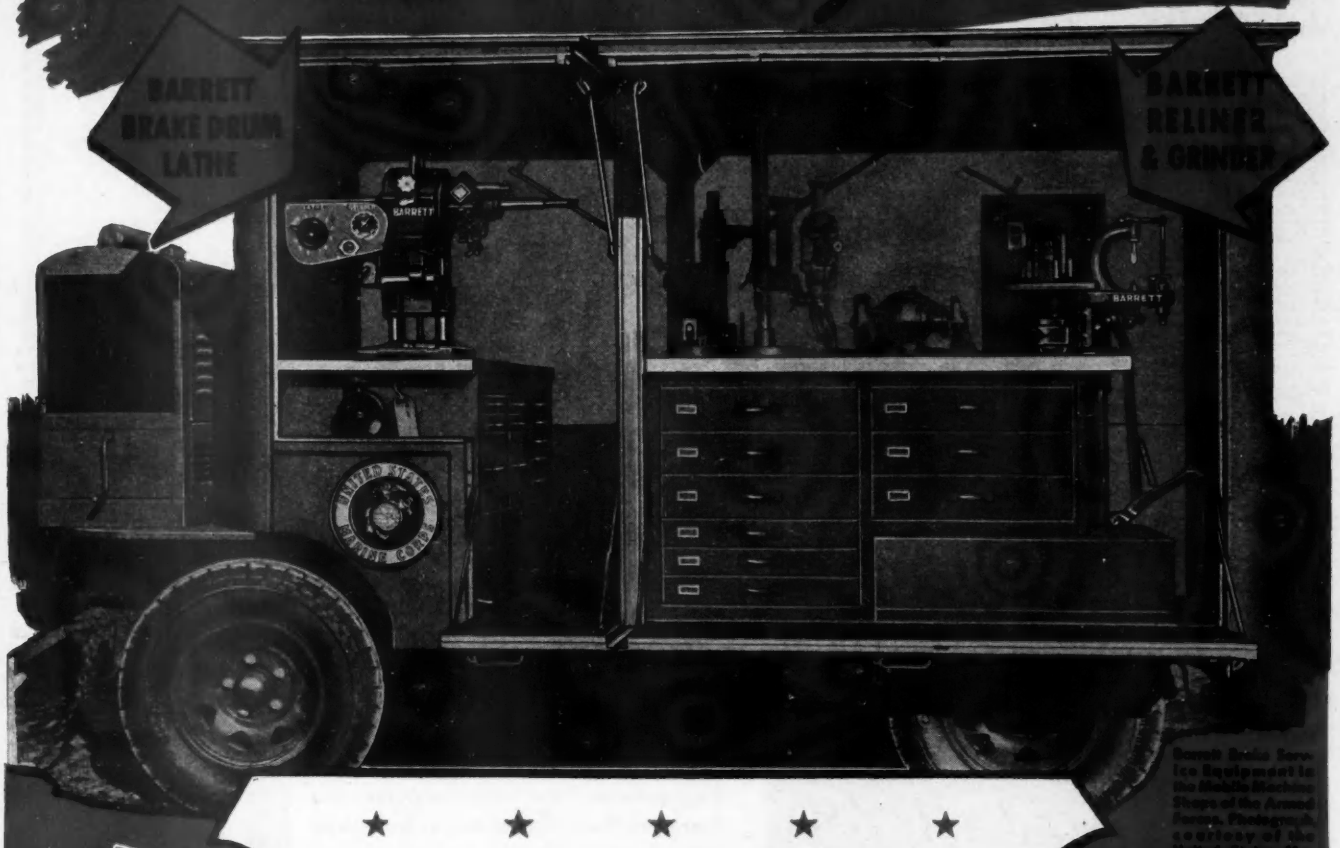
TEST SPECIFICATIONS

CONTINUED FROM PAGE 114

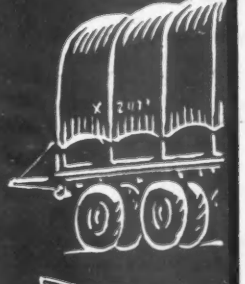
UNIT MODEL NUMBER	CUT-OUT RELAY		CURRENT REGULATOR		VOLTAGE REGULATOR	
	Closing Volts	Opening Amps.	Point Open (Inches)	Current Setting (Amp.)	Voltage Setting Closed Circuit (†) Open Circuit (*) Volts-Points Open (*)	
DELCO-REMY (Cont.)					70°F.	150°F.
5573	13.5	0-3.0				15.0*
5576	13.5	0-3.0	.015	33		15.0*
5577	7.0	0-3.0	.015	60		8.5*
5579	13.5	0-3.0	.015	55		15.0*
5584	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5585	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5590	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5596	6.9- 7.6	0-4.0	.020	20-22	7.0- 7.4†	6.9- 7.1†
5597	6.9- 7.6	0-4.0	.020	25-25	7.0- 7.4†	6.9- 7.1†
5598	12.8-14.4	0-4.0	.020	16-18	14.2-15.0†	14.1-14.8†
5599	6.9- 7.6	0-4.0	.020	25-25	7.0- 7.4	6.9- 7.1†
5600	6.9- 7.6	0-4.0			7.2- 7.8†	7.2- 7.4†
5604	13.5	0-3.0	.015	40		15.0*
5607	35.0	0-3.0	.015	40		40.0*
5628	6.5- 6.9	0-3.0	.015	25		7.5*
5632	13.5	0-3.0	.015	17		15.0*
5634	13.5	0-3.0	.015	55		15.0*
5637	13.5	0-3.0	.015	40		15.0*
5640	6.5- 6.9	0-3.0	.015	35		7.5*
5649	13.5	0-3.0	.015	40		15.0*
5800	6.3- 6.9	0-4.0			7.6- 8.0*	7.5- 7.9*
5801	12.8-14.4	0-4.0	.020	16-16	14.2-15.0†	14.1-14.8†
5803	6.9- 7.6	0-4.0			7.2- 7.8†	7.2- 7.4†
5805	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5806	12.3-13.7	0-4.0	.020	16-18	14.2-15.0†	14.1-14.8†
5810	6.9- 7.6	0-4.0	.020	24-26	7.0- 7.4†	6.9- 7.1†
5814	6.9- 7.6	0-4.0			7.6- 7.9†	7.4- 7.6†
5820	6.9- 7.6	0-4.0			7.2- 7.8†	7.2- 7.4†
5821	6.3- 6.9	0-4.0			7.6- 8.0*	7.5- 7.9*
5822	6.9- 7.6	0-4.0			7.2- 7.8†	7.2- 7.4†
5824	13.0-14.2	0-4.0			15.4-16.3*	14.4-15.3*
5826	12.8-14.2	0-4.0	.020	19-21	14.2-15.0†	14.1-14.8†
5828	6.3- 6.9	0-4.0	.020	25-25	7.0- 7.4†	6.9- 7.1†
5829	12.3-13.7	0-4.0	.020	7- 9	14.2-15.0†	14.1-14.8†
5830	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5836	12.3-13.7	0-4.0	.020	24-36	14.2-15.0†	14.1-14.8†
5841	12.3-13.7	0-4.0	.020	24-28	14.2-15.0†	14.1-14.8†
5847	6.9- 7.6	0-4.0	.020	34-36	7.0- 7.4†	6.9- 7.1†
5850	6.3- 6.9	0-3.0			8.3- 8.7*	7.7- 8.2*
5852	6.3- 6.9	0-4.0	.020	34-36	7.0- 7.4†	6.9- 7.1†
5854	6.9- 7.6	0-4.0	.020	29-31	7.0- 7.4†	6.9- 7.1†
5856	12.3-13.7	0-4.0	.020	14-16	14.2-15.0†	14.1-14.8†
5862	6.2- 6.8	0-4.0			7.3- 7.8†	7.2- 7.3†
5863	6.3- 6.9	0-4.0			7.6- 8.0*	7.5- 7.9*
5866	12.4-13.6	0-4.0			14.2-15.0†	14.1-14.8†
5870	6.2- 6.8	0-4.0			7.3- 7.8†	7.2- 7.3†
5877	6.3- 6.9	0-4.0	.020	28-30	7.0- 7.4†	6.9- 7.1†
5885	6.3- 6.8	0-4.0	.020	38-40	7.0- 7.4†	6.9- 7.1†
1118201	6.2- 6.7	0-4.0		32-34		7.2- 7.4†
1118202	6.2- 6.7	0-4.0		32-34		7.2- 7.4†
1118204	6.2- 6.7	0-4.0				7.2- 7.4†
1118206	6.2- 6.7	0-4.0				7.2- 7.4†
1118208	6.2- 6.7	0-4.0		28-30		7.0- 7.2†
1118209	12.4-13.4	0-4.0		16-18		14.0-14.2†
1118210	12.4-13.4	0-4.0		16-18		14.0-14.2†
1118212	6.2- 6.7	0-4.0		38-40		7.0- 7.2†
1118214	12.4-13.4	0-4.0		24-26		14.0-14.2†
1118215	6.2- 6.7	0-4.0		22-24		7.0- 7.2†
1118218	12.4-13.4	0-4.0		7- 9		14.0-14.2†
1118221	6.2- 6.7	0-4.0		28-28		7.0- 7.2†
1118222	6.2- 6.7	0-4.0		34-36		7.0- 7.2†
1118225	12.4-13.4	0-4.0		14-16		14.0-14.2†
1118227	12.4-13.4	0-4.0				14.0-14.2†
1118229	6.2- 6.7	0-4.0		34-36		7.0- 7.2†
1118230	6.2- 6.7	0-4.0		26-26		7.0- 7.2†
1118231	6.2- 6.7	0-4.0				7.2- 7.4†
1118232	6.2- 6.7	0-4.0		34-36		7.0- 7.2†
1118233	6.2- 6.7	0-4.0		24-26		7.0- 7.2†
1118234	6.2- 6.7	0-4.0		24-26		7.0- 7.2†
1118236	6.2- 6.7	0-4.0		28-28		7.0- 7.2†
1118237	6.2- 6.7	0-4.0		38-40		7.0- 7.2†
1118244	6.1- 6.4	0-4.0		48-50		6.8- 6.9†
1118245	12.4-13.0	0-4.0		38-40		13.6-13.8†
1118451	7.0	0-3.0	.015	40		8.5*
1118453	13.5	0-3.0	.015	40		15.0*
1118456	13.5	0-3.0	.015	50		15.0*
1118485	13.5	0-3.0	.015	25		15.0*

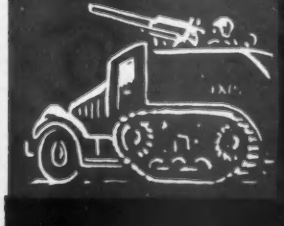
DISTRIBUTOR SPECIFICATIONS ON PAGE 118

BARRETT BRAKE SERVICE EQUIPMENT *Has Gone to War!*



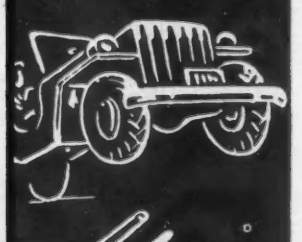
★ ★ ★ ★ ★

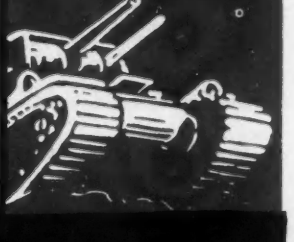




Today, you will find BARRETT Brake Service Equipment turning out precision brake jobs all over the world — In the shops of the Army, Navy, Marine and Air Corps Training Centers . . . In Mobile Machine Shops, over here and on the fighting fronts everywhere . . . In Brake Service Shops here at home, keeping all mobile fighting equipment and essential civilian transportation rolling safely along to victory.

The Barrett Plants are working full-speed to furnish brake service tools and equipment to our Armed Forces, and will continue to do so until we win this war. This "all-out" effort has limited the sale of Barrett Equipment to the trade, and makes necessary the preservation of brake equipment now in use. Our service department can help you prolong the life of your equipment. Write us for reconditioning estimate, and we will make every effort to help you.





BARRETT EQUIPMENT CO.

The World's Finest Brake Equipment

2101-2107 CASS AVE. • • ST. LOUIS, MISSOURI

ELECTRICAL TEST **DISTRIBUTORS** SPECIFICATIONS

AUTO-LITE

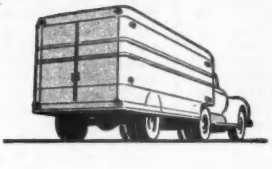
UNIT MODEL NUMBER	Contact Point Opening	Breaker Arm Tension (Oz.)	Centrifugal Advance Eng. deg. & R.P.M. At Start	Centrifugal Advance Eng. deg. & R.P.M. Maximum	Rotation Viewed From Top
IGB4011	.020	17–20	0@400	26@3300	CCW
IGB4304B	.020	17–20	0@600	20@2100	CCW
IGB4309A	.020	17–20	0@550	12@1800	CW
IGB4318	.020	17–20	0@600	20@3000	CCW
IGB4320	.020	17–20	0@550	12@1800	CW
IGB4325	.020	17–20	0@800	16@3000	CW
IGC4064D	.020	17–20	0@500	24@2400	CCW
IGC4062	.020	17–20	0@500	12@3200	CW
IGC4063	.020	17–20	0@500	12@3200	CW
IGC4064	.020	17–20	.....	.....	CW
IGC4065	.020	17–20	0@600	12@2300	CW
IGC4210A	.020	17–20	.....	.....	CW
IGC4214A	.020	17–20	0@800	22@2300	CCW
IGC4214B	.020	17–20	0@600	31@2400	CCW
IGC4220C	.020	17–20	0@600	22@2300	CCW
IGC4227A	.020	17–20	0@400	25@2300	CW
IGC4227C	.020	17–20	0@550	12@1800	CW
IGC4227E	.020	17–20	0@600	12@2300	CW
IGC4236A	.020	17–20	0@500	32@2900	CCW
IGC4236B	.020	17–20	0@500	17@2400	CCW
IGC4240B	.020	17–20	0@600	18@2000	CW
IGC4247	.020	17–20	0@600	22@2400	CW
IGC4253A	.020	17–20	0@600	12@2300	CW
IGC4253B	.020	17–20	0@550	12@1800	CW
IGC4253C	.020	17–20	0@500	18@1950	CW
IGC4272A-1	.020	17–20	0@550	12@1800	CW
IGC4274A	.020	17–20	0@600	12@2300	CW
IGC4275	.020	17–20	0@600	22@2300	CCW
IGC4283	.020	17–20	0@600	14@1800	CW
IGC4284A	.020	17–20	0@400	25@2300	CW
IGC4295	.020	17–20	0@600	24@2100	CW
IGC4285A	.020	17–20	0@550	12@1800	CW
IGC4286	.020	17–20	0@550	12@1800	CW
IGC4407D	.020	17–20	0@700	28@2900	CW
IGC4408	.020	17–20	0@700	28@3300	CW
IGC4409A	.020	17–20	0@600	22@2400	CW
IGC4418	.020	17–20	0@700	28@3300	CW
IGC4501	.020	17–20	0@700	24@2700	CW
IGC4501-1	.020	17–20	0@700	24@2700	CW
IGC4502	.020	17–20	0@700	28@3300	CW
IGC4502A-1	.020	17–20	0@530	30@2700	CW
IGC4508-1	.020	17–20	0@530	30@2700	CW
IGC4601	.020	17–20	0@500	17@2400	CCW
IGC4601-1	.020	17–20	0@500	17@2400	CCW
IGC4601-2	.020	17–20	0@500	17@2400	CCW
IGC4602	.020	17–20	0@500	17@2400	CCW
IGC4604	.020	17–20	0@1000	25@2300	CW
IGC4701	.020	17–20	0@550	12@1800	CW
IGC4701-1	.020	17–20	0@550	12@1800	CW
IGC4702A	.020	17–20	0@550	18@2400	CW
IGC4703-1	.020	17–20	0@700	20@2300	CW
IGC4704-1	.020	17–20	0@700	20@2300	CW
IGC4705	.020	17–20	0@500	22@3000	CCW
IGE4003	.020	17–20	0@400	30@2150	CCW
IGE4003F	.020	17–20	0@400	22@1800	CCW
IGE4003G	.020	17–20	0@500	25@1500	CCW
IGE4003H	.020	17–20	0@500	25@1500	CCW
IGE4007A	.020	17–20	0@550	12@1800	CW
IGE4015	.020	17–20	0@600	18@2000	CW
IGE4020	.020	17–20	0@550	12@1800	CW
IGS4007	.020	17–20	0@600	28@3400	CCW
IGS4010	.020	17–20	0@700	24@3500	CW
IGS4101B	.020	17–20	0@700	24@3500	CW
IGS4101B-1	.020	17–20	0@700	24@3500	CW
IGS4103A	.020	17–20	0@700	22@3700	CW
IGS4107	.020	17–20	0@700	24@3500	CW
IGS4107-1	.020	17–20	0@700	24@3500	CW
IGS4107A-1	.020	17–20	0@700	28@2900	CW
IGS4108	.020	17–20	0@700	24@3500	CW
IGS4108-1	.020	17–20	0@700	24@3500	CW
IGS4108A-1	.020	17–20	0@700	24@3500	CW
IGS4108B-1	.020	17–20	0@700	24@3500	CW
IGS4108C-1	.020	17–20	0@700	22@3700	CW
IGS4108D-1	.020	17–20	0@700	28@2900	CW
IGS4109	.020	17–20	0@700	22@3700	CW
IGS4109-1	.020	17–20	0@700	22@3700	CW
IGS4111-1	.020	17–20	0@700	22@3700	CW
IGS4112-1	.020	17–20	0@700	24@3500	CW
IGS4113-1	.020	17–20	0@700	24@3500	CW
IGS4114-1	.020	17–20	0@700	24@3500	CW
IGS4202-1	.020	17–20	0@700	24@3500	CW
IGS4202A-1	.020	17–20	0@700	22@2800	CW
IGS4202B-1	.020	17–20	0@700	24@3080	CW
IGS4203-1	.020	17–20	0@700	24@3500	CW
IGS4204-1	.020	17–20	0@700	22@3700	CW
IGW4005A	.020	17–20	0@550	12@1800	CW
IGW4006B	.020	17–20	0@800	18@2600	CW
IGW4008	.020	17–20	0@600	20@2100	CCW
IGW4011	.020	17–20	0@600	16@3000	CW
IGW4015A	.020	17–20	0@550	12@1800	CW
IGW4017	.020	17–20	0@600	14@2000	CW
IGW4018	.020	17–20	.....	.....	CCW
IGW4020	.020	17–20	0@800	13@2000	CCW
IGW4033	.020	17–20	0@550	12@1800	CW
IGW4038B	.020	17–20	0@550	12@1800	CW
IGW4045A	.020	17–20	0@550	12@1800	CW
IGW4101	.020	17–20	0@800	20@2800	CCW
IGW4105C	.020	17–20	0@800	20@4800	CW
IGW4107	.020	17–20	0@600	30@3000	CW
IGW4107A	.020	17–20	0@600	17@2400	CW
IGW4108	.020	17–20	0@600	30@2850	CCW
IGW4108A	.020	17–20	0@600	22@2400	CCW
IGW4109	.020	17–20	0@600	10@1400	CW
IGW4110	.020	17–20	0@800	18@2600	CW
IGW4110A	.020	17–20	0@800	18@2600	CW

CONTINUED ON PAGE 120

Dependable Protection

STREAMLINED CLEARANCE AND MARKER LAMP BY K-D

Model 517. Red or Amber lens for front or rear. Flat or curved mounting. Lists for $1.10 up.



GOING and COMING

● Since the day this marker lamp was introduced it has been the choice of those who want safe—sure—dependable lighting.

And no wonder! Here's a marker lamp that combines beauty and ruggedness—a lamp that will improve the appearance of your equipment and also deliver the maximum in trouble-free, dependable service. It was designed to "take it"—and it does! It has a moulded gasket to keep out dust, moisture and corrosion—a big husky lens of exceptional brilliance—a body of tough, heavy metal. The result is a lamp that exceeds S.A.E., I.C.C. and I.E.S. standards.

Remember, there's a K-D lamp to fit most needs. Discuss yours with Lighting Headquarters—your K-D Jobber. He knows lights and lighting requirements. He has *the right light, for the right job*—at the right price.

THE K-D LAMP COMPANY • CINCINNATI, OHIO

K-D Dome Lamp—Clear, strong light when and where you need it. Special K-D Moonstone lens. No. 528, with switch, $1.30. Without switch, 90c.

K-D Clearance and Marker Lamp—Flat surface mounting. Brilliant visibility. No. 539, lists 58c.

Jumbo Stop Lamp—Extra large 7" lens, in red or amber; dirt, moisture and "short" proof. No. 254, bracket mounting, lists $3.80.

Super-Power 3" Plastic Reflector—Over ¼ mile visibility. Smack-proof. Exceeds all requirements. Model 333, lists 90c.

K-D LIGHTING

The Right Light for the Right job

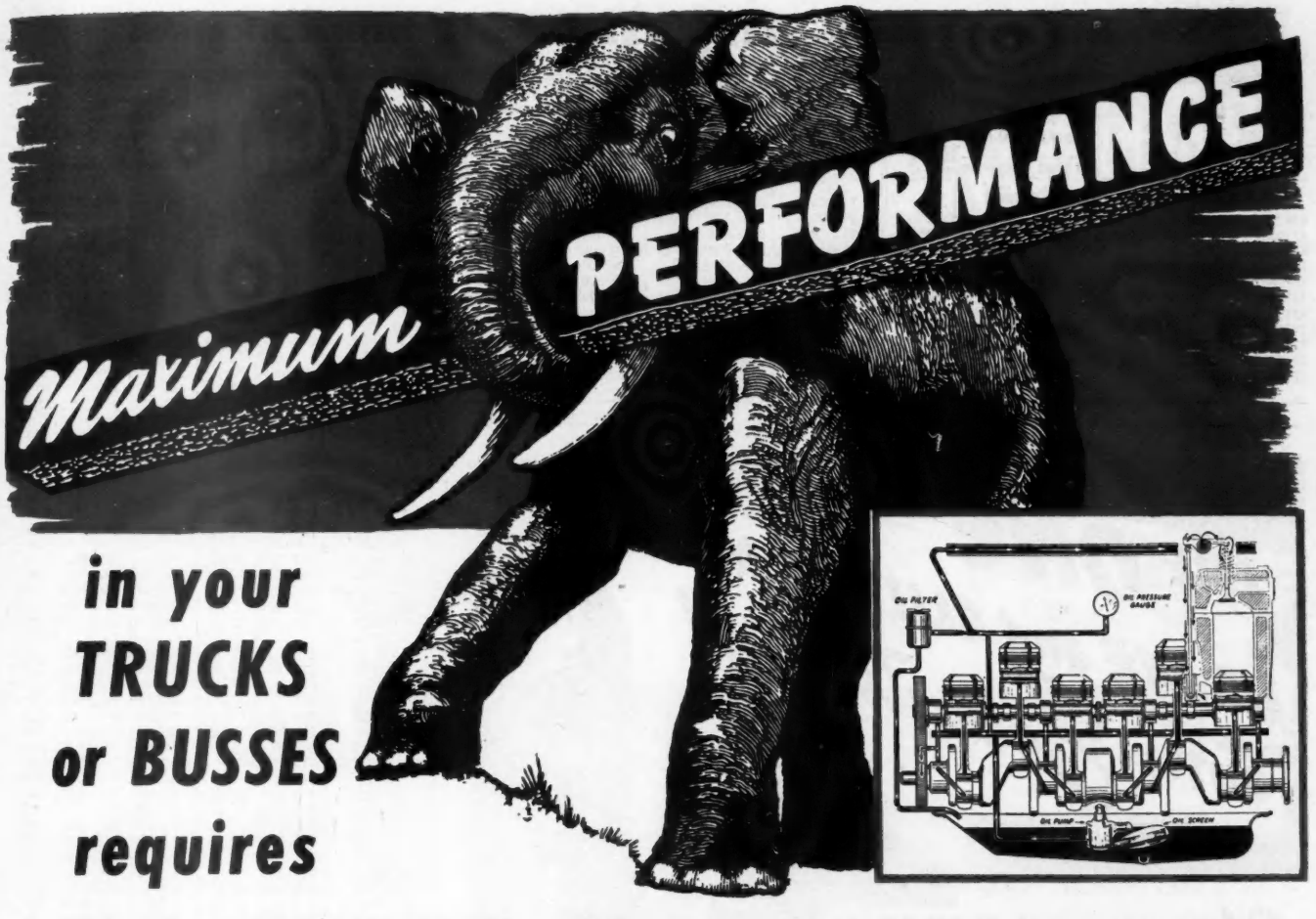
CONTINUED FROM PAGE 118

DISTRIBUTOR TEST SPECIFICATIONS

UNIT MODEL NUMBER	Contact Point Opening	Breaker Arm Tension (Oz.)	Centrifugal Advance Eng. deg. & R.P.M. At Start	Centrifugal Advance Eng. deg. & R.P.M. Maximum	Rotation Viewed From Top
AUTO-LITE—Continued					
IGW4110B	.020	17–20	0@600	12@1800	CW
IGW4110C	.020	17–20	0@550	12@1800	CW
IGW4114A	.020	17–20	0@600	12@2300	CW
IGW4114B	.020	17–20	0@800	18@2600	CW
IGW4114C	.020	17–20	0@800	18@2600	CW
IGW4114D	.020	17–20	0@800	12@2300	CW
IGW4114E	.020	17–20	0@600	18@3000	CW
IGW4119	.020	17–20	0@600	30@3000	CW
IGW4119A	.020	17–20	0@600	17@2400	CW
IGW4123	.020	17–20	0@600	12@1800	CW
IGW4123B	.020	17–20	0@600	12@2300	CW
IGW4127	.020	17–20	0@600	15@2400	CCW
IGW4129	.020	17–20	0@600	19@3000	CCW
IGW4129A	.020	17–20	0@600	28@3400	CCW
IGW4137	.020	17–20	0@700	24@2000	CCW
IGW4138	.020	17–20	0@700	24@2000	CCW
IGW4147	.020	17–20	0@600	20@2800	CW
IGW4154	.020	17–20	0@800	14@2800	CCW
IGW4158	.020	17–20	0@700	24@2000	CW
IGZ4003-1	.020	17–20	0@700	26@2900	CW

UNIT MODEL NUMBER	Contact Point Opening	Breaker Arm Tension (Oz.)	Centrifugal Advance Eng. deg. & R.P.M. At Start	Centrifugal Advance Eng. deg. & R.P.M. Maximum	Rotation Viewed From Top
DELCO-REMY					
622D	.018–.024	17–21	2@600	16@2200	CW
622M	.018–.024	17–21	3@800	28@3000	CW
622R	.018–.024	17–21	2@700	14@2800	CCW
623D	.018–.024	17–21	3@800	20@2200	CW
623G	.018–.024	17–21	3@600	28@3000	CW
623H	.018–.024	17–21	1@600	17@2200	CCW
623K	.018–.024	17–21	2@800	20@3600	CW
623P	.018–.024	17–21	2@800	12@2800	CW
623R	.018–.024	.....	2@600	16@2200	CCW
625F	.018–.024	17–21	2@600	23@2400	CCW
625G	.018–.024	17–21	2@600	24@2400	CW
625H	.018–.024	17–21	2@600	16@2200	CW
625J	.018–.024	17–21	2@800	18@2000	CCW
625M	.018–.024	20	2@600	23@2400	CCW
632S	.018–.024	17–21	2@900	28@2700	CW
640C	.018–.024	17–21	1@800	20@2000	CW
640L	.018–.024	17–21	2@400	22@2200	CCW
640Z	.018–.024	17–21	1@800	20@2000	CW
642S	.018–.024	17–21	2@600	16@2200	CW
642T	.018–.024	17–21	2@800	20@2800	CW
643F	.018–.024	17–21	2@600	16@2200	CW
643X	.018–.024	17–21	2@690	24@2550	CW
644B	.018–.024	17–21	2@400	20@1800	CW
644C	.018–.024	17–21	2@400	20@1600	CW
644M	.018–.024	17–21	2@600	18@2900	CW
644S	.018–.024	17–21	2@800	16@2200	CW
644V	.018–.024	17–21	4@500	32@1900	CCW
644X	.018–.024	17–21	3@500	34@3200	CW
645E	.018–.024	17–21	2@500	22@2200	CW
645G	.018–.024	17–21	1.5@600	32@3000	CW
645J	.018–.024	17–21	2@800	27@3200	CCW
645K	.018–.024	17–21	2@800	14@3200	CW
645S	.018–.024	17–21	2@400	31@3200	CW
645T	.018–.024	17–21	2.2@800	28@3000	CW
645V	.018–.024	20	2@400	22@2400	CW
645Y	.018–.024	17–21	2@600	20@2800	CW
645Z	.018–.024	17–21	.....	.....	CW
647D	.018–.024	19–23	4@800	28@4000	CCW
647F	.018–.024	17–21	2@400	28@3800	CCW
647G	.018–.024	20	3@500	27@2400	CW
647H	.018–.024	20	2@800	20@2800	CW
647K	.018–.024	17–21	3@500	27@2400	CW
647L	.018–.024	17–21	3@500	27@2400	CW
649C	.018–.024	.....	1@400	27@1800	CW
649E	.018–.024	17–21	3@600	17@2200	CW
649F	.018–.024	17–21	2@400	22@2400	CW
649G	.018–.024	.....	1.7@600	50@3800	CW
649N	.018–.024	20	2@800	17@2400	CW
649R	.018–.024	.....	2@700	28@2100	CW
649S	.018–.024	.....	.5@300	22@1800	CW
649T	.018–.024	17–21	2.5@400	38@2800	CW
649U	.018–.024	20	2@600	22@2200	CW
649V	.018–.024	20	2@800	20@2400	CW
649W	.018–.024	17–21	2@400	22@2400	CW
649X	.018–.024	17–21	2@400	22@2400	CCW
649Y	.018–.024	17–21	3@500	34@3200	CW
666H	.018–.024	17–21	2@400	24@1600	CCW
666D	.018–.024	17–21	1@600	20@2000	CW
666F	.018–.024	17–21	1@800	20@2000	CW
4097	.018–.024	17–21	2@400	12@1400	CW
4119	.018–.024	17–21	3@500	34@3200	CW
4126	.018–.024	17–21	2@400	12@1400	CCW
4127	.018–.024	17–21	1@800	20@2000	CW
4128	.018–.024	17–21	1@600	20@2000	CW
4130	.018–.024	17–21	2@400	12@1400	CW
4140	.018–.024	17–21	2@400	32@2000	CW
4150	.018–.024	17–23	3@500	22@1800	CW
4152	.018–.024	20	3½@800	21½@1400	CW
4154	.018–.024	20	2@400	22@2200	CCW
4171	.018–.024	17–23	2@600	16@2200	CW
4172	.018–.024	17–21	2@700	14@2800	CCW
4173	.018–.024	17–21	3@800	28@3000	CW
4174	.018–.024	.....	.5@300	22@1800	CW
4175	.018–.024	17–23	2@700	28@2100	CW
4176	.018–.024	.....	1@400	27@1800	CW
4177	.018–.024	17–23	2@500	38@2400	CW
4186	.018–.024	17–21	2@400	24@1600	CCW
4194	.018–.024	17–23	1@600	20@2000	CW
4199	.018–.024	17–21	2@400	12@1400	CCW
4204	.018–.024	17–21	1@800	20@2000	CW
4206	.012–.017	.....	2@500	30@2050	CCW
4209	.018–.024	.....	2@400	24@1400	CCW
4210	.018–.024	17–23	1.5@800	20@2800	CCW
4213	.018–.024	17–23	2@400	24@1400	CCW
4225	.018–.024	17–23	2@400	20@1600	CW
4233	.018–.024	17–23	2@700	24@2600	CW
SM1141	.018–.024	17–21	1@600	20@2000	CW
SM1243	.018–.024	17–21	2@600	14@2200	CW
SM1282	.018–.024	17–21	3@500	28@2200	CW
SM1310	.018–.024	17–21	2@400	12@1400	CW
SM1328	.018–.024	17–21	.....	.....	CW
SM1498	.018–.024	17–21	.....	.....	CW
SM1824	.018–.024	17–21	2@400	12@1400	CW
SM1540	.018–.024	17–21	8@600	32@2900	CW
SM1659	.018–.024	17–21	2@400	12@1400	CCW
SM1693	.018–.024	17–21	2@400	20@1800	CW
SM1882	.018–.024	17–21	1@800	20@2000	CW
SM1886	.018–.024	17–21	2@500	22@2200	CW

CONTINUED ON PAGE 122



in your
TRUCKS
or BUSSES
requires

CLEAN ENGINES!

MAXIMUM PERFORMANCE at minimum expense . . . And the most important means to this end is a *clean engine.*

National SAVIT Service *cleans motors* for *maximum mileage* and *maximum performance,* keeps oil passages open, retards the formation of harmful deposits, and extends the useful life of all moving motor parts,

Trucking companies, bus operators, contractors, delivery companies, numbering into the hundreds have proved in actual experience the tremendous practical value of National SAVIT Service and the National Periodic Inspection Program.

Write today for free samples of National Periodic Inspection Service forms . . . and with them the complete story of National SAVIT Service.

NATIONAL SAVIT SERVICE

NATIONAL EN-AR-CO MOTOR OILS and LUBRICANTS

NATIONAL WHITE ROSE GASOLINE

THE NATIONAL REFINING COMPANY • CLEVELAND, OHIO

Cleveland • Indianapolis • Chicago • Peoria • Omaha • Kansas City • Memphis

East of Ohio . . . The Globe Refining Company, Cleveland, Ohio

CONTINUED FROM PAGE 120

DISTRIBUTOR TEST SPECIFICATIONS

UNIT MODEL NUMBER	Contact Point Opening	Breaker Arm Tension (Oz.)	Centrifugal Advance Eng. deg. & R.P.M. At Start	Centrifugal Advance Eng. deg. & R.P.M. Maximum	Rotation Viewed From Top
DELCO-REMY—Continued					
8M1926	.018-.024	17-21	2@600	16@2200	CCW
1110001	.018-.024	17-21	2@400	22@2400	CW
1110002	.018-.024	.....	3@500	20@2000	CCW
1110003	.018-.024	.....	.....	.....	CW
1110007	.018-.024	.....	2@700	28@2100	CW
1110008	.018-.024	20	1½@600	50@3600	CW
1110011	.018-.024	17-23	2@400	24@1800	CW
1110015	.018-.024	17-23	2@400	20@1600	CW
1110016	.018-.024	17-21	2@400	22@2400	CCW
1110018	.018-.024	.....	1.7@600	50@3600	CW
1110019	.018-.024	.....	1@400	27@1800	CW
1110021	.018-.024	25	2@700	14@2600	CCW
1110022	.018-.024	17-21	2@600	27@3200	CCW
1110025	.018-.024	.....	2@400	18@2200	CCW
1110027	.018-.024	17-21	2@400	22@2400	CW
1110030	.018-.024	.....	2@600	26@2300	CW
1110031	.018-.024	17-21	3@500	34@3200	CW
1110032	.018-.024	17-21	3@500	34@3200	CW
1110033	.018-.024	17-21	2@400	22@2400	CW
1110034	.018-.024	.....	2@600	22@2200	CCW
1110039	.018-.024	.....	2@600	20@2600	CW
1110041	.018-.024	17-21	3@600	17@2200	CW
1110043	.018-.024	17-21	3@600	17@2200	CW
1110044	.018-.024	.....	2@500	38@2400	CW
1110045	.018-.024	.....	1.7@600	50@3800	CW
1110048	.018-.024	17-23	2@400	18@2200	CCW
1110049	.018-.024	.....	2@500	38@2400	CW
1110052	.018-.024	17-21	4@800	37@3100	CW
1110053	.018-.024	17-21	2@600	16@2200	CW
1110055	.018-.024	.....	2@600	22@2200	CCW
1110056	.018-.024	.....	2@600	20@2350	CCW
1110057	.018-.024	.....	2@600	22@2200	CCW
1110059	.018-.024	17-21	3@500	34@3200	CW
1110061	.018-.024	17-21	4@800	37@3100	CW
1110062	.018-.024	17-21	4@800	37@3100	CW
1110064	.018-.024	17-21	2@400	22@2400	CW
1110068	.018-.024	17-21	3@500	34@3200	CW
1110070	.018-.024	17-23	2@400	20@1600	CW
1110071	.018-.024	17-23	2@600	20@2600	CW
1110074	.018-.024	17-23	2@400	20@1600	CW
1110075	.018-.024	17-23	2@800	32@3400	CW
1110079	.018-.024	17-23	3@500	34@3200	CW
1110082	.018-.024	17-23	2@600	20@2600	CW
1110083	.018-.024	17-23	2@600	20@2600	CW
1110086	.018-.024	17-23	2@600	20@2600	CW
1110088	.018-.024	17-23	2@700	24@2600	CW
1110089	.018-.024	17-23	2@500	29@2800	CW
1110090	.018-.024	17-23	1@800	39@3450	CW
1110094	.018-.024	17-23	2@600	18@2600	CCW
1110095	.018-.024	17-23	2@600	18@2600	CCW
1110098	.018-.024	17-23	2@400	24@1800	CW
1110100	.....	.....	.....	.....	CW
1110125	.018-.024	17-23	2@700	24@2600	CW
1110126	.018-.024	17-23	2@400	32@3400	CW
1110133	.018-.024	17-23	2@400	20@1680	CW
1110135	.018-.024	17-23	2@400	32@3400	CW
1110136	.015-.021	17-23	1@600	39½@3450	CW
1110137	.018-.024	17-23	2@400	32@2000	CW
1110204	.018-.024	.....	2@600	22@2200	CCW
1110209	.018-.024	.....	2@600	22@2200	CW
1110402	.018-.024	20	2@600	23@2400	CCW
1111201	.018-.024	17-23	2@500	20@2200	CW
1111204	.018-.024	17-21	2@400	24@1400	CCW
1111205	.018-.024	.....	2@400	14@1850	CCW
1110509	.018-.024	17-23	2@600	9@2600	CCW
1110510	.018-.024	17-23	2@600	20@2400	CCW
1110511	.018-.024	17-23	3@600	28@3000	CCW
1111204	.018-.024	17-23	2@400	24@1400	CCW
1111403	.018-.024	17-23	1@600	29@2000	CW
1111404	.018-.024	17-23	2@400	24@1800	CW
1111405	.018-.024	17-23	1@600	20@2000	CW

STARTERS

ELECTRICAL TEST SPECIFICATIONS

UNIT MODEL NUMBER	LOCK TEST Volts	LOCK TEST Amps	LOCK TEST Torque	NO LOAD Volts	NO LOAD Amps	NO LOAD RPM
AUTO-LITE						
MAB-4028...	3.0	582	15.8	5.5	60	3700
MAB-4030...	3.0	582	15.8	5.5	60	3700
MAB-4037...	3.0	582	15.8	5.5	60	3700
MAB-4071...	3.0	582	15.8	5.5	60	3700
MAB-4078...	3.0	582	15.8	5.5	60	3700
MAB-4082...	3.0	582	15.8	5.5	60	3700
MAB-4085...	3.0	582	15.8	5.5	60	3700
MAB-4091...	3.0	582	15.8	5.5	60	3700
MAB-4093...	3.0	582	15.8	5.5	60	3700
MAB-4094...	3.0	582	15.8	5.5	60	3700
MAB-4098...	3.0	582	15.8	5.5	60	3700
MAJ-4011...	3.0	550	12.0	5.5	67	4100
MAJ-4037...	3.0	550	12.0	5.5	67	4100
MAJ-4038...	3.0	550	12.0	5.5	67	4100
MAJ-4040...	3.0	550	12.0	5.5	67	4100
MAJ-4042...	3.0	550	12.0	5.5	67	4100
MAK-4001...	3.0	380	4.5	5.5	70	5000
MAS-4003...	6.0	440	20.0	11.0	35	4100
MAS-4008...	6.0	440	20.0	11.0	35	4100
MAS-4009...	6.0	440	20.0	11.0	35	4100
MAS-4011...	6.0	440	20.0	11.0	35	4100
MAU-4005...	6.0	540	17.3	11.0	65	4800
MAU-4006...	6.0	540	17.3	11.0	65	4800
MAU-4009...	6.0	540	17.3	11.0	65	4800
MAU-4011...	6.0	535	35.0	11.0	65	2500
MAU-4012...	6.0	540	17.3	11.0	65	4900

CONTINUED ON PAGE 124

TOUGH TRUCKS for TOUGH JOBS!

Kenworth Builds for Victory

WHETHER it's a tough engineering problem or a battle for increased production on vital Army contracts, the men of Kenworth welcome it, attack it with enthusiasm, and conquer it.

In years past, Kenworth has manufactured custom-built trucks, buses, trailers to fit specific needs of customers and localities, individually designed in many cases to solve special problems of operation. Because all Kenworth equipment is built to operate at low cost and high performance over a long period of time, these trucks and buses are doing their jobs—and will continue to do their jobs—on America's many war production fronts. In the forests and the mines, on the highways and city streets, Kenworth equipment is helping to keep America rolling . . . fighting fire, transporting oil, lumber, livestock, ore, produce of all types.

Today, Kenworth is principally engaged in Army production—important work about which we cannot say much, as you will understand. But this we can say—Kenworth has mobilized every bit of experience, all its resources, all its energy *to build for Victory.*

KENWORTH

TRUCKS ★ BUSES ★ TRAILERS ★ FIRETRUCKS

FACTORY AND HOME OFFICE: SEATTLE

Dealers or Representatives in Tacoma, Portland, Spokane, San Francisco, Los Angeles, Salt Lake, Vancouver, B.C. and Honolulu, T.H.

CONTINUED FROM PAGE 122

STARTER TEST SPECIFICATIONS

UNIT MODEL NUMBER	LOCK TEST			NO LOAD		
	Volts	Amps	Torque	Volts	Amps	RPM
AUTO-LITE—Continued						
MAU-4013...	6.0	540	17.3	11.0	65	4800
MAU-4014...	6.0	540	17.3	11.0	65	4800
MAU-4016...	6.0	540	17.3	11.0	65	4800
MAU-4022...	6.0	540	17.3	11.0	65	4800
MAW-4001...	3.0	505	11.5	5.5	65	4900
MAW-4005...	3.0	505	11.5	5.5	65	4900
MAW-4013...	3.0	505	11.5	5.5	65	4900
MAW-4013A.	3.0	505	11.5	5.5	65	4900
MAW-4013B.	3.0	505	11.5	5.5	65	4900
MAW-4015...	3.0	505	11.5	5.5	65	4900
MAW-4020...	3.0	505	11.5	5.5	65	4900
MAW-4028...	3.0	505	11.5	5.5	65	4900
MAW-4029...	3.0	505	11.5	5.5	65	4900
MAX-4007...	3.0	640	16.5	5.5	65	5300
MAX-4009...	3.0	652	33.5	5.5	77	2700
MAX-4017...	3.0	610	21.0	5.5	70	3900
MAX-4018...	3.0	640	16.5	5.5	65	5300
MAX-4026...	3.0	640	16.5	5.5	65	5300
MAX-4031...	3.0	640	16.5	5.5	65	5300
MAX-4031A.	3.0	640	16.5	5.5	65	5300
MAX-4031B.	3.0	640	16.5	5.5	65	5300
MAX-4032...	3.0	640	16.5	5.5	65	5300
MAX-4033...	3.0	640	16.5	5.5	65	5300
MAX-4034...	3.0	652	33.5	5.5	77	2700
MAX-4035...	3.0	652	33.5	5.5	77	2700
MAX-4039...	3.0	640	16.5	5.5	65	5300
MAX-4048...	3.0	640	16.5	5.5	65	5300
MAX-4053...	3.0	640	16.5	5.5	65	5300
MAX-4054...	3.0	640	16.5	5.5	65	5300
MAY-4114A.	6.0	285	13.2	11.0	30	5300
MAY-4114B.	6.0	285	13.2	11.0	30	5300
MAY-4132...	6.0	285	13.2	11.0	30	5300
MBA-4001...	3.0	505	11.0	5.5	65	4800
MBD-4003...	6.0	590	35.0	20.0	65	5300
MBD-4005...	6.0	590	35.0	20.0	65	5300
ML-4151....	3.0	555	18.0	5.5	50	2960
ML-4154....	3.0	555	18.0	5.5	50	2960
ML-4162....	3.0	555	18.0	5.5	50	2960
ML-4163....	3.0	555	18.0	5.5	50	2960
ML-4173....	3.0	555	18.0	5.5	50	2960
ML-4179....	3.0	555	18.0	5.5	50	2960
ML-4180....	3.0	555	18.0	5.5	50	2960
ML-4186....	3.0	555	18.0	5.5	50	2960
ML-4189....	3.0	555	18.0	5.5	50	2960
ML-4191....	3.0	555	18.0	5.5	50	2960
ML-4202....	3.0	555	18.0	5.5	50	2960
ML-4209....	3.0	555	18.0	5.5	50	2960
MR-4104....	3.0	525	30.0	5.5	40	2900
MR-4108....	3.0	525	30.0	11.0	80	4300
MR-4111....	3.0	525	30.0	11.0	80	4300
MR-4115....	3.0	525	30.0	5.5	40	2900
MR-4119....	3.0	525	30.0	11.0	80	4300
MZ-4049....	3.0	420	7.8	5.5	70	4300
MZ-4059....	3.0	420	7.8	5.5	70	4300
MZ-4059A...	3.0	420	7.8	5.5	70	4300
MZ-4064....	3.0	420	7.8	5.5	70	4300
MZ-4065....	3.0	420	7.8	5.5	70	4300
MZ-4069....	3.0	420	7.8	5.5	70	4300
MZ-4082....	3.0	420	7.8	5.5	70	4300
MZ-4083....	3.0	420	7.8	5.5	70	4300
MZ-4090....	3.0	420	7.8	5.5	70	4300
MZ-4093....	3.0	420	7.8	5.5	70	4300
MZ-4099....	3.0	420	7.8	5.5	70	4300
MZ-4100....	3.0	420	7.8	5.5	70	4300
MZ-4104....	3.0	420	7.8	5.5	70	4300
MZ-4108....	3.0	420	7.8	5.5	70	4300
MZ-4113....	3.0	420	7.8	5.5	70	4300

DELCO-REMY

371.....	3.0	500	19	5.0	70	3000
412.....	5.3	670	32	11.2	80	4500
413.....	3.0	500	19	5.0	70	3000
414.....	5.3	670	32	11.2	80	4500
477.....	4.8	725	44	12.0	85	4500
482.....	3.5	500	45	8.0	75	2000
483.....	4.5	600	80	8.0	80	2000
484.....	3.5	600	45	8.0	75	2000
541.....	3.0	600	35	5.7	70	2200
548.....	5.0	700	51	11.2	75	2400
575.....	4.8	725	44	12.0	85	4500
578.....	4.8	725	44	12.0	85	4500
579.....	4.8	725	44	12.0	85	4500
586.....	4.8	725	44	12.0	85	4500
587.....	4.8	725	44	12.0	85	4500
590.....	5.3	670	32	11.2	80	4500
599.....	4.8	725	44	12.0	85	4500
640.....	3.0	500	19	5.0	70	3000
642.....	5.3	670	32	11.2	80	4500
644.....	3.5	500	45	8.0	75	2000
648.....	3.0	500	25	22.0	85	6000
650.....	3.0	500	25	22.0	85	6000
653.....	3.0	500	25	22.0	85	6000
655.....	3.0	500	19	5.0	70	3000
658.....	3.0	600	24	12.0	100	6000
659.....	3.0	500	25	22.0	85	6000
660.....	3.0	600	24	12.0	100	6000
661.....	5.3	670	32	11.2	80	4500
662.....	3.0	500	25	22.0	85	6000
663.....	29.5	100	19	32.0	13	1000
668.....	3.0	500	25	22.0	85	6000
700.....	3.0	500	19	5.0	70	3000
704.....	3.0	600	35	5.7	70	2200
707.....	3.0	500	25	22.0	85	6000
708.....	3.0	500	25	22.0	85	6000
709.....	3.0	600	24	12.0	100	6000
711.....	3.0	500	25	22.0	85	6000
712E.....	3.6	450	11	5.0	70	4000
713.....	5.0	700	51	11.2	75	2400
714.....	3.0	500	19	5.0	70	3000
714B.....	3.4	525	12	5.0	65	5000
714G.....	3.4	525	12	5.0	65	5000
718D.....	3.1	570	15	5.0	65	6000
718F.....	3.1	570	15	5.0	65	6000
718R.....	3.1	570	15	5.0	65	6000
718S.....	7.5	450	15	11.3	65	6000
719.....	3.0	600	24	12.0	100	6000
720QX.....	3.1	570	15	5.0	65	6000
720T.....	3.1	570	15	5.0	65	6000
720V.....	3.1	570	15	5.0	65	6000
720X.....	3.1	570	15	5.0	65	6000
721E.....	6.5	490	28	10.0	70	3000
721G.....	6.5	490	28	10.0	70	3000
721K.....	3.0	500	22	5.0	70	3500
724X.....	3.0	500	22	5.0	70	3500
724Y.....	6.5	490	28	10.0	70	3000

CONTINUED ON PAGE 126

On Jeep or Largest Trucks WARNER COUPLING SOCKETS GIVE *Unmatched Service*

Specify the Original Warner Coupling Socket

● The Warner Coupling Socket is serving all the way up the line — from the tiny jeep to the largest truck used by our armed forces.

For years, this proved-in-service socket has been standard equipment on many tractor-trailer fleets — used with our plug-in coupling cable to conduct current from tractor to trailer for brakes, tail light, stop light and running lights. To these standard functions, a wartime requirement has been added — blackout lights.

This sturdy socket is simple in construction — a heavy bakelite lining securely encased in steel, plated to resist rust. Contacts are provided for four separate circuits.

Four-conductor plug-in coupling cable which conducts current from tractor to trailer.

Although the needs of our armed forces come first, we can still supply Warner Electric Brakes and equipment if you are on the essential list.

Warner ELECTRIC BRAKES

WARNER ELECTRIC BRAKE MANUFACTURING COMPANY
BELOIT WISCONSIN, U. S. A.

CONTINUED FROM PAGE 124

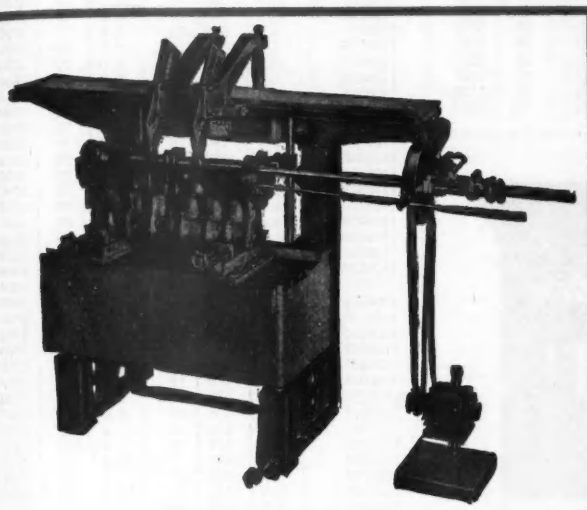
STARTER TEST SPECIFICATIONS

DELCO-REMY—Continued

UNIT MODEL NUMBER	LOCK TEST			NO LOAD		
	Volts	Amps	Torque	Volts	Amps	RPM
724Z	3.0	600	22	5.0	70	3500
726D	3.0	600	16	5.0	60	6000
726P	6.7	530	16	10.0	70	7000
727	3.5	500	45	8.0	75	2000
728	3.0	500	19	5.0	70	3000
729L	3.0	600	16	5.0	65	5500
730	3.0	600	24	12.0	100	6000
733	3.0	600	24	12.0	100	6000
734K	3.4	525	12	5.0	65	5000
734T	3.4	525	12	5.0	65	5000
734X	3.4	525	12	5.0	65	5000
734Y	3.3	525	12	5.0	65	5000
734Z	3.3	525	12	5.0	65	5000
735	3.0	500	25	22.0	85	6000
721L	3.0	600	22	5.0	70	3500
721M	3.0	600	22	5.0	70	3500
721N	6.5	490	28	10.0	70	3000
721P	6.5	490	28	10.0	70	3000
722L	3.0	600	22	5.0	70	3500
722N	6.5	490	28	10.0	70	3000
722T	3.0	600	22	5.0	70	3500
722W	3.0	600	22	5.0	70	3500
722Y	6.5	490	28	10.0	70	3000
724	5.3	670	32	11.2	80	4500
724C	3.0	600	22	5.0	70	3500
724D	3.0	600	22	5.0	70	3500
724L	3.0	600	22	5.0	70	3500
724Q	3.0	600	22	5.0	70	3500
724R	3.0	600	22	5.0	70	3500
724U	3.0	600	22	5.0	70	3500
736	3.0	600	24	12.0	100	6000
736C	3.1	570	15	5.0	65	6000
736G	3.1	570	15	5.0	65	6000
736N	7.5	450	15	11.3	65	6000
736U	7.5	450	15	11.3	65	6000
736V	3.1	570	15	5.0	65	6000
736Y	3.1	570	15	5.0	65	6000
736Z	7.5	450	15	11.3	65	6000
737	4.8	725	44	12.0	65	4500
737B	3.1	570	15	5.0	65	6000
737D	3.1	570	15	5.0	65	6000
737E	3.1	570	15	5.0	65	6000
737F	7.5	450	15	11.3	65	6000
737G	3.1	570	15	5.0	65	6000
737H	7.5	450	15	11.3	65	6000
737P	7.5	450	15	11.3	65	6000
737R	3.1	570	15	5.0	65	6000
737T	3.1	570	15	5.0	65	6000
737W	7.5	450	15	11.3	65	6000
737Y	3.1	570	15	5.0	65	6000
737Z	3.1	570	15	5.0	65	6000
738	3.0	500	25	22.0	85	6000
738C	3.4	525	12	5.0	65	5000
738G	3.4	525	12	5.0	65	5000
738N	3.4	525	12	5.0	65	5000
739	3.0	500	25	22.0	85	6000
739A	3.4	525	12	5.0	65	5000
739E	3.3	525	12	5.0	65	5000
739H	3.4	525	12	5.0	65	5000
740	3.0	500	25	22.0	85	6000
740K	3.1	570	15	5.0	65	6000
740L	7.5	450	15	11.3	65	6000
740M	3.1	570	15	5.0	65	6000
740N	7.5	450	15	11.3	65	6000
741	3.0	500	25	22.0	85	6000
742	3.0	500	25	22.0	85	6000
743	3.0	600	24	12.0	100	6000
743A	7.5	450	15	11.3	65	6000
751	3.0	500	25	22.0	85	6000
752	3.0	600	24	12.0	100	6000
753	4.8	725	44	12.0	65	4500
754	3.0	600	24	12.0	100	6000
755	4.8	725	44	12.0	65	4500
756	5.0	700	55	11.2	75	2250
759	4.8	725	44	12.0	65	4500
762	3.0	500	25	22.0	85	6000
763	3.0	500	25	22.0	85	6000
767	3.0	600	24	12.0	100	6000
768	3.0	500	25	22.0	85	6000
769	3.5	500	45	8.0	75	2000
772	3.0	500	25	22.0	85	6000
773	3.0	600	24	12.0	100	6000
774	3.0	600	35	8.7	70	2200
777	3.0	500	25	22.0	85	6000
780	3.0	600	24	12.0	100	6000
781	5.3	670	32	11.2	80	4500
788	3.0	500	25	22.0	85	6000
790	5.0	700	61	11.2	75	2400
793	4.8	725	44	12.0	65	4500
796	3.0	500	25	22.0	85	6000
805	4.3	800	60	23.3	90	6800
806	4.3	800	60	23.3	90	6800
807	4.3	800	60	23.3	90	6800
808	4.3	800	60	23.3	90	6800
809	4.3	800	60	23.3	90	6800
813	4.3	800	60	23.3	90	6800
816	4.3	800	60	23.3	90	6800
833	4.3	800	60	23.3	90	6800
SM1219	5.3	670	32	11.2	80	4500
SM1307	5.3	670	32	11.2	80	4500
SM1410	3.0	600	15	5.0	65	5500
SM1640	7.5	450	15	11.3	65	6000
SM1646	6.5	490	28	10.0	70	3000
SM1664	4.8	725	44	12.0	65	4500
SM1750	3.0	500	25	22.0	85	6000
SM1751	3.0	500	25	22.0	85	6000
SM1768	3.0	500	25	22.0	85	6000
SM1937	7.5	450	15	11.3	65	6000
1107001	3.3	525	12	5.0	65	5000
1107003	3.3	525	12	5.0	65	5000
1107006	3.3	525	12	5.0	65	5000
1107009	3.3	525	12	5.0	65	5000
1107010	3.3	525	12	5.0	65	5000
1107012	3.3	525	12	5.0	65	5000
1107014	3.4	525	12	5.0	65	5000
1107015	3.4	525	12	5.0	65	5000
1107016	3.4	525	12	5.0	65	5000
1107033	3.4	525	12	5.0	65	5000
1107041	3.4	525	12	5.0	65	5000
1107052	3.4	525	12	5.0	65	5000
1107054	3.4	525	12	5.0	65	5000
1107055	3.4	525	12	5.0	65	5000
1107403	3.1	570	15	5.0	65	6000
1107404	3.1	570	15	5.0	65	6000
1107407	3.1	570	15	5.0	65	6000
1107408	3.1	570	15	5.0	65	6000
1107410	3.1	570	15	5.0	65	6000
1107413	3.1	570	15	5.0	65	6000

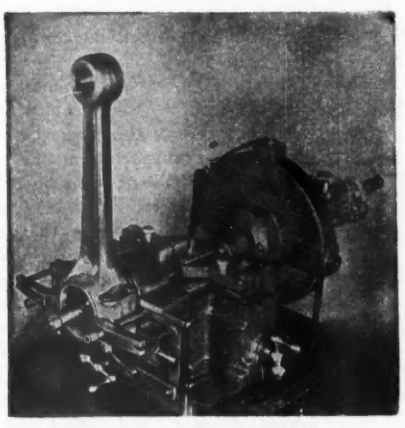
CONTINUED ON PAGE 128

Cut Hours To Minutes In Your Reconditioning Work



TOBIN-ARP
Line Boring Machine

For boring main and camshaft bearings, re-establishing perfect alignment and mirror finish. Its universal application covers a greater range than ever before possible.



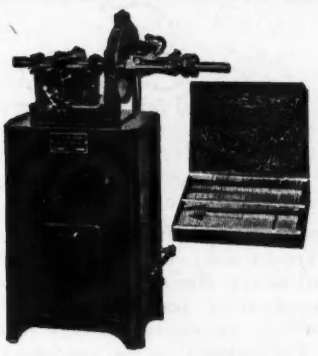
TOBIN-ARP
Rod Boring Attachment

Bores semi-finished babbitted rods, inserts in the rod and the rod forging itself. Handles all rods up to and including R. D. 8 Caterpillar Diesel. Resizes V8 Ford rods quickly. Designed to fit the TOBIN-ARP Model SB Shell Bearing Boring Machine.

In the battle to keep trucks rolling, with a decreasing supply of manpower—every method of increasing the efficiency and production capacity of your men should be utilized.

One of the surest methods is to provide TOBIN-ARP machines because they cut hours to minutes in vital reconditioning jobs. They enable your men to do better work quicker and with a greater ease of handling and simplicity than is possible with other types.

The coupon below will bring you complete information—SEND IT TODAY and learn how to increase your present manpower capacity and efficiency.



TOBIN-ARP
Shell Bearing Boring Machine

Bores individual bearing shells to any predetermined size, also resizes eccentric bearings. A mirror finish in less than two minutes. Handles undersized and odd sized bearings.

TOBIN-ARP MFG. CO.
913 Washington Ave. S., Minneapolis, Minn.

Sirs: Without obligation, please send us full particulars on your machines checked below—also delivery date information.

☐ Line Boring Machine ☐ Rod Boring Machine
☐ Shell Bearing Boring Machine

FIRM NAME .....
BY .....
STREET ADDRESS .....
TOWN .....STATE .....

CONTINUED FROM PAGE 126

STARTER TEST SPECIFICATIONS

UNIT MODEL NUMBER	LOCK TEST			NO LOAD		
	Volts	Amps	Torque	Volts	Amps	RPM
DELCO-REMY (Cont.)						
1107414	3.1	570	15	5.0	65	6000
1107418	3.1	570	15	5.0	65	6000
1107420	3.1	570	15	5.0	65	6000
1107422	3.1	570	15	5.0	65	6000
1107431	3.1	570	15	5.0	65	6000
1107434	3.1	570	15	5.0	65	6000
1107437	3.1	570	15	5.0	65	6000
1107801	7.5	450	15	11.3	65	6000
1107803	7.5	450	15	11.3	65	6000
1107806	7.5	450	15	11.3	65	6000
1107809	7.5	450	15	11.3	65	6000
1107811	7.5	450	15	11.3	65	6000
1107813	7.5	450	15	11.3	65	6000
1107816	7.5	450	15	11.3	65	6000
1107826	7.5	450	15	11.3	65	6000
1107906	3.0	600	16	5.0	60	6000
1107915	3.0	600	16	5.0	60	6000
1107916	3.0	600	16	5.0	60	6000
1107918	3.0	600	16	5.0	65	5500
1107920	3.0	600	16	5.0	65	5500
1107936	3.0	600	16	5.0	65	5500
1108102	6.7	530	16	10.0	70	7000
1108103	6.7	530	16	10.0	70	7000
1108104	6.7	530	16	10.0	70	7000
1108107	6.7	530	16	10.0	70	7000
1108111	6.7	530	16	10.0	70	7000
1108201	3.0	600	22	5.0	70	3500
1108202	3.0	600	22	5.0	70	3500
1108205	3.0	600	22	5.0	70	3500
1108206	3.0	600	22	5.0	70	3500
1108207	3.0	600	22	5.0	70	3500
1108208	3.0	600	22	5.0	70	3500
1108210	3.0	600	22	5.0	70	3500
1108401	6.5	490	28	10.0	70	3000
1108402	6.5	490	28	10.0	70	3000
1108404	6.5	490	28	10.0	70	3000
1108408	6.5	490	28	10.0	70	3000
1108406	6.5	490	28	10.0	70	3000
1108451	3.0	600	28	5.0	70	2500
1108452	3.0	600	28	5.0	70	2500
1108453	3.0	600	28	5.0	70	2500
1108454	3.0	600	28	5.0	70	2500
1108455	3.0	600	28	5.0	70	2500
1108528	6.7	530	33	10.0	70	2800
1108531	6.7	530	33	10.0	70	2800
1108533	6.7	530	33	10.0	70	2800
1108534	6.7	530	33	10.0	70	2800
1108560	3.4	825	12	5.0	65	5000
1108562	6.7	530	16	10.0	70	7000
1108651	3.0	600	16	5.0	65	5500
1108676	7.5	450	15	11.3	65	6000
1108906	3.0	500	19	5.0	70	3000
1108677	6.7	530	33	10.0	70	2800
1108701	2.3	570	20	11.6	100	5000
1108702	2.3	570	20	11.6	100	5000
1108703	2.3	570	20	11.6	100	5000
1108704	2.3	570	20	11.6	100	5000
1108705	2.3	570	20	11.6	100	5000
1108706	2.3	570	20	11.6	100	5000
1108707	2.3	570	20	11.6	100	5000
1108709	2.3	570	20	11.6	100	5000
1108715	2.3	570	20	11.6	100	5000
1108724	2.3	570	20	11.6	100	5000
1108900	3.0	500	19	5.0	70	3000
1108907	5.3	670	32	11.2	80	4500
1109100	4.8	725	44	12.0	65	4500
1109103	4.8	725	44	12.0	65	4500
1109104	4.8	725	44	12.0	65	4500

Maintenance Manual to Be Issued by the ODT

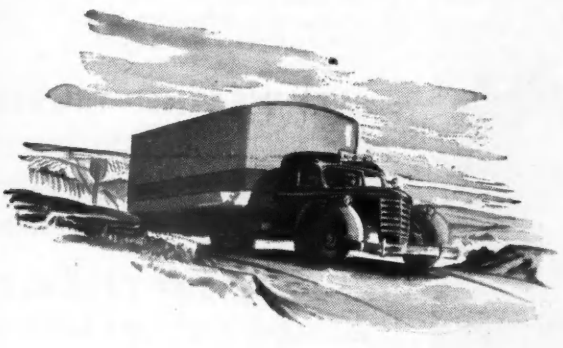
Owners of all types of passenger cars, trucks and buses who have had difficulty setting up regular upkeep and service plans for their vehicles will soon be able to obtain a simple and complete manual covering common maintenance practice, the ODT announced today.

Based on a preventive maintenance report prepared by the Society of Automotive Engineers at the request of the Office of Defense Transportation, the manual sets forth the ABC's of vehicle maintenance and outlines the kind of inspections, checks and adjustments that should be made to assure efficient and economic operation of all types of motor vehicles.

The manual makes available to the average truck, bus or passenger car operator the basic rules of maintenance which have been employed and perfected by fleet operators and maintenance experts over a period of years. It is being distributed by the ODT as an aid to vehicle owners who want to keep their equipment in top-flight condition during the war transportation crisis but who have been unable to set up a specific maintenance plan because of a lack of easily applied information.

The manual, which also should prove helpful in coping with mechanical problems arising from the tire inspection program, will be ready early in April and will be given wide distribution through the ODT at Washington and in the field and through the field offices of the Office of War Information.

ONLY YOU CAN SERVE THESE AMERICANS...



It's a big job you're doing—and we're out to back you in every possible way! You're keeping your trucks rolling day and night. They're hauling the vital materials of war, from coast to coast—in addition to serving 54,453 American communities which have no other means of transportation.

You Can Count on Us!

And we're in there pitching, too. It's our job to see that you get the dependable heavy-duty parts you need to *keep* your fleet in tip-top wartime operation—just as the parts we manufacture for Uncle Sam's planes are helping to fight this war in the skies!

Conservation for Victory!

When you need new parts replacements, specify Toledo for longer life on the job. But where you can, make present parts do. These days, every bit of metal—every fighting part—must do its part for Victory. So learn to conserve parts where possible. Make the available supply go around—and *we'll see this job through, together!*

The TOLEDO

STEEL PRODUCTS COMPANY

TOLEDO, OHIO

SINCE 1906

Makers of Fine Automotive and Aircraft Parts

TROUBLE-SHOOTING GUIDE

(CONTINUED FROM PAGE 43)

drum causing too much toe or heel contact.
C3. Backing plates loose and shift under braking effort.
C4. Drums out-of-round.
C5. Drums weak and change shape when hot.
C6. Worn or scored drums.
C7. Too much axle roll caused by weak springs.
C8. Weak shock absorbers.
C9. Incorrect lining.
C10. Grease on lining.
C11. Lining loose on brake shoes.
C12. Unequal lining-to-drum clearance.
C13. Weak kick shackles allow too much axle shift.

BRAKES WON'T HOLD

A—HYDRAULIC BRAKES

A1. Master or wheel cylinders sticking.
A2. Fluid too thick or sluggish.

B—MECHANICAL BRAKES

B1. Mechanical linkage set wrong.
B2. Grooves worn on inside of conduit by cable sets up friction.
B3. Cross shaft incorrectly set.
B4. Pedal pull-rod set in wrong hole.

C—ALL TYPES

C1. Lining not correctly burnished to drum diameter.
C2. Shoe not properly centered on drum.
C3. Grease on lining.
C4. Highly glazed lining.
C5. Drums tapered, poor contact between drum and lining.
C6. Anchors incorrectly set.
C7. Pull-back springs installed wrong.

BRAKES DRAG

A—HYDRAULIC BRAKES

A1. Sluggish fluid.
A2. Collapsed hose.
A3. Sticking cylinders.
A4. By-pass port blocked.

B—MECHANICAL BRAKES

B1. Mechanical linkage on rear wheel emergency brake set up too tight.
B2. Linkage set up too tight and shoes are pulled away from anchors.

C—ALL TYPES

C1. Shoe ledges worn or rusty.
C2. Frozen anchors, pins and bushings.
C3. Axle shift due to broken spring center bolt.
C4. Shoe guides too tight.
C5. Pull-back springs too weak.
C6. Loose wheel bearings.

WET WEATHER TROUBLE

Drum dust forms paste when wet, causing loss of friction.
Drum dust absorbs moisture and clings to lining surface causing grab.
Water deposits in grooves of scored drums.

AIR BRAKE TROUBLE

A—SLOW PRESSURE BUILD-UP IN RESERVOIRS

A1. Leaking application of brake valve.
A2. Leaking compressor discharge valve.
A3. No clearance on unloader valve.
A4. Leaking lines or connections.
A5. Clogged air cleaner.
A6. Compressor piston and rings worn, carbon in discharge line.

B—QUICK RESERVOIR PRESSURE LOSS

B1. Leaking valves.
B2. Leaking governor.
B3. Worn and leaking compressor discharge valves.
B4. Tubing or connections leaking.

C—COMPRESSOR NOT UNLOADING

C1. Broken unloader diaphragm.
C2. Restriction in air line from governor to unloader.
C3. Governor not operating.
C4. Too much clearance on unloader valves.

D—SLOW BRAKE APPLICATION

D1. Low brake line pressure (brake valve to chambers).
D2. Brake chamber push-rod travel excessive.
D3. Restriction in lines.
D4. Leaking brake valve diaphragm.
D5. Leaking brake chamber diaphragm.
D6. Brake lining or drum condition.
(TURN TO PAGE 132, PLEASE)

BATTERY BLACKOUT

wastes man-hours

Replace with GLOBE Spinning Power

The Battery Built for Wartime Replacement Service

IT costs *less* to prevent BATTERY BLACKOUT . . . and, in addition, saves you valuable man-hours. The first step is routine — careful check-up of batteries BEFORE every trip. When your check-up says "replace," install GLOBE SPINNING POWER — *the* battery powered for wartime replacement service. Built for trucks, buses, commercial vehicles and Diesel-starting.

Let a Globe engineer study your requirements and give you a recommendation. Address nearest factory.

GLOBE-UNION INC., Milwaukee

ATLANTA • BOSTON • CINCINNATI • DALLAS • LOS ANGELES • MEMPHIS • PHILADELPHIA • SEATTLE

CJ-443

GLOBE *Spinning Power* BATTERIES

TROUBLE-SHOOTING GUIDE

(CONTINUED FROM PAGE 130)

E—SLOW BRAKE RELEASE

E1. Brake valve lever not returning fully to stop.
E2. Binding cam or camshafts.
E3. Brake chamber push-rod travel excessive.
E4. Restriction in tubing or hose.
E5. Improper seating of valves.
E6. Weak or broken return springs.

F—INEFFICIENT BRAKES

F1. Too much push rod travel on brake chambers.
F2. Lining and drum condition.
F3. Brake chamber diaphragm leaking.
F4. Low brake line pressure.

VACUUM BRAKE TROUBLE

SLOW BRAKE RELEASE

CAUSE

Diaphragm or cylinder pull rods bent or out of line cause binding.

Dirt clogged relay valve air cleaner.
Dirt in relay valve.
Weak or collapsed vacuum hose.
Restriction in control line.
Leak in check valve.

SEVERE TRAILER BRAKES

CAUSE

Defective or wrong type relay valve.
Power cylinders too large.
Hand valve improperly installed.
Non-graduated type of foot valve used.
No synchronizer valve.

SLOW TRAILER BRAKES

CAUSE

Power cylinder too small.
Moisture in line or relay valves.
Synchronizer valve improperly adjusted.
Synchronizer valve defective.

BRAKES INADEQUATE

CAUSE

Relay valve air cleaner clogged.
Too much travel of cylinder pull rod.
Synchronizer valve improperly adjusted.
Low vacuum.
Leaking brake cylinder or diaphragm chamber.
Insufficient leverage at power unit pull rod.
Diaphragm or cylinder pull rods bent or out of line cause binding.

AUTOMATIC APPLICATION

CAUSE

Collapsed brake hose.
Leaking check valve.
Air leak in system.

TIRES

In preparing this tire trouble shooting guide we have picked the more common causes for tire wear, and the factors affecting them. However in trouble-shooting your tire wear it is recommended that all these causes be checked regardless of type of wear.

DUE TO OVER-INFLATION

Abnormal center tread wear.
Crown breaks.
Bead failures.
X breaks in fabrics.
Tread cracking.
Diagonal breaks.

CAUSES

Neglect of manufacturers' recommendations.
No regular check of tires.
High speed driving.
Long steady driving.

DUE TO UNDER-INFLATION

Side wall or flex breaks.
Abnormal tread wear (tread wiped away).
Rim bruises or cord fractures.

(TURN TO PAGE 134, PLEASE)

TROUBLE-SHOOTING GUIDE

(CONTINUED FROM PAGE 132)

CAUSES

Slow leak puncture.
No valve cap.
Negligence of manufacturers' recommendations.

DUE TO OVER-LOADING OR OVER-FLEXING

Side wall breaks in cord.
Spotty wear.

CAUSES

Loading above maximum capacity of tire.
Extensive operation on crowned roads.
Sprung axles.
Mis-matched dual tires.

DUE TO TOE-OUT ON TURNS

Center tread wear.

CAUSES

Bent steering arm.

DUE TO TOE-OUT

Cross wear (feather edge on outside edge).

CAUSES

Bent tie rod.
Poor alignment.
Bent steering arm.
Worn spindle pins.
Change in caster or camber.
Worn or loose wheel bearings.

DUE TO TOE-IN

Cross wear (feather edge on side of ribs towards vehicle).

CAUSES

Weak springs.
Bent radius rod.
Twisted axle.
Worn spindle pins.
Change in caster or camber.
Worn or loose wheel bearings.
Bent steering arm.

DUE TO TRAMP

Cupping of tread.

CAUSES

Wheels out of balance.
Incorrect toe-in.
Too little caster.

Tests to Determine If Anti-Freeze is Harmful

Simple tests have been devised by the U. S. Bureau of Standards at the request of the ODT to help truck and automobile owners determine whether the anti-freeze solutions in their vehicles contain harmful inorganic salts and petroleuum distillates.

Safe anti-freeze mixtures are permanent solutions containing ethylene glycol and the more common semi-permanent typed containing methyl or ethyl alcohol.

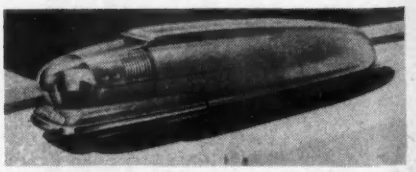
Unless truck operators are sure they are using safe mixtures, they should make the following two tests in the order given:

For distilled oils:

Draw a small amount of mixture from the radiator and add to a glass of water. If the radiator mixture floats noticeably on the water, the anti-freeze contains injurious kerosene, fuel oil or naptha.

For harmful salt solutions:

Drain a cupful of radiator mixture into a clean tin can, and boil until all liquid has evaporated. If a substantial white or crystalline coating remains, the solution contains salt.



Lurelle Guild, noted New York industrial designer, gives this as his conception of "Transport of the Future." Mr. Guild's vehicle is one of a number to be featured in a series of advertisements of the Timken-Detroit Axle Co.

Spicer Axles and Propeller Shafts—

from peacetime motor-cars right into jeeptime maneuvers!

Strong . . rugged . . yet light in weight . . these are features of the Spicer-built Salisbury Axle, used in thousands of peacetime motor-cars. When war came, this same axle was immediately built into the Jeep, now famous for dependable military service. This product excellence permitted Spicer to turn instantly to war production, and will assure quick conversion to civilian needs at Victory. Spicer Manufacturing Corporation, Toledo, Ohio.

40 YEARS OF Spicer SERVICE

BROWN-LIPE CLUTCHES AND TRANSMISSIONS • SALISBURY FRONT AND REAR AXLES

SPICER UNIVERSAL JOINTS • PARISH FRAMES, STAMPINGS

CCJ QUIZ

by ROBERT F. BAHL

(Correct Answers on Page 172)

Both your patriotism and your pocketbook now demand that you keep your truck properly lubricated. And this CCJ Quiz is intended to keep your brain oiled up with a few questions about lubricants. Score yourself 10 points for each correct answer, and aim for the 100 mark. Answers are on page 172.

1.

As spring comes and the temperature goes up, the SAE number of your engine oil should go.....

a. up.
b. down.
c. makes no difference.

2.

Which of these colors would you say was characteristic of "Pennsylvania" lubricating oils?

a. Dark green.
b. Claret red.
c. Golden yellow.
d. Black.

3.

At which point of a bearing is it usually most desirable to introduce a lubricant?

a. The point of highest pressure.
b. The point of lowest pressure.
c. From the bottom.

4.

Why is it important to keep the crankcase of the engine well ventilated?

a. To keep the engine from becoming overheated.
b. To prevent explosion of gases in the crankcase.
c. To prevent the formation of sludge.

5.

Just as motor oils are classified by SAE numbers, lubricating grease specifications are standardized by the.....

a. NPI grades.
b. AGA grades.
c. NLGI grades.
d. IOU grades.

6.

Which of these should especially use the lightest grade of oil possible?

a. A long distance moving van.
b. A milk delivery truck.
c. A truck operating in hilly country.
d. A tractor-trailer.

7.

For which of these would you use "extreme pressure" lubricants?

a. Cylinders.
b. Gears.
c. Leaf springs.
d. Diesel engines.

8.

In what year was the SAE number system set up to designate oil viscosities?

a. 1912.
b. 1920.
c. 1924.
d. 1932.

9.

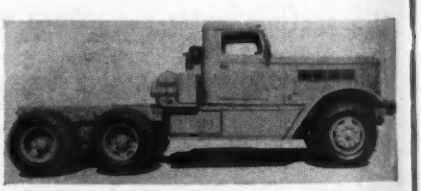
What does the "W" signify in a lubricating oil grade?

a. That it's viscosity specifications have been determined at 0° Fahrenheit.
b. That it is derived from California crude oil.
c. That it is white or clear in color.
d. That it is especially designed for trucks.

10.

For this last question, fill in the missing words. To make it easier, we've given you the first letter of each word.

A good engine oil must do four things at the same time. It must l.....; it must c.....; it must s.....; and it must c.....



Special 10 wheel, Reo tractor-truck chassis above is part of a recent train-load delivery to the U. S. Army. Don C. Streeter, Reo general sales manager, states that these diesel-powered units are used to transport tanks to required points on the battle fronts. The tractor-truck pulls a large flat-bed trailer on which tanks are loaded by means of power hoists

★ ★ ★

CONSERVE

the life of your trucks

by having hydraulic brake systems checked regularly

War-time conditions make it more important than ever that attention be given to hydraulic brake systems. Trucks must be kept rolling safely—and to do this it means that brake systems must be properly maintained to stop trucks quickly and safely. This is essential in order to *conserve* the life of the trucks.

One of the things that you can do is to make sure that the master cylinder on each truck is checked regularly so that the brake fluid is maintained at the proper level.

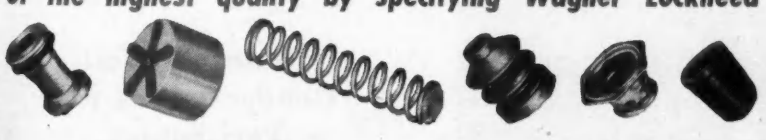
When additional fluid is needed, use

WAGNER LOCKHEED No. 21 HYDRAULIC BRAKE FLUID

No. 21 is recommended for *all* hydraulic brakes. It retains its highly efficient qualities under all driving conditions. It completely and properly mixes with all other approved fluids, furnishes necessary lubrication for working parts of the hydraulic brake system, and in general, preserves the essential characteristics of the entire system.

Please be assured that Wagner, through Wagner jobbers, is doing everything possible to keep you and other dealers supplied with No. 21 Fluid. Whatever the size or shape of container, Wagner No. 21 will be readily recognized by the familiar red, white and blue design with No. 21 in the circle.

Whenever brakes need to be repaired - - you'll get parts of the highest quality by specifying Wagner Lockheed



There is a Wagner jobber near you who can supply Wagner Lockheed Brake Fluid. He can also supply Wagner Lockheed Hydraulic Brake Parts for repairing brakes on all makes of cars and trucks. If you don't know his name, please write us today.

Wagner Electric Corporation

ESTABLISHED 1891

6400 Plymouth Avenue, St. Louis, Mo., U. S. A.

ELECTRICAL AND AUTOMOTIVE PRODUCTS

H43-7B

REFRIGERATION DATA

THERMAL CONDUCTIVITY OF INSULATING MATERIALS

Thermal conductivity of various insulating materials per hour per square foot per degree Fahrenheit per inch of thickness

Balsam Wool	.28	Corkboard (7 lb. per cu. ft.)	.27	Dry-Zero	.24
Celotex	.31	Corkboard (10.6 lb. per cu. ft.)	.30	Lata-Balsa	.35
Corkboard (5.4 lb. per cu. ft.)	.25	Corning Wool (1½ lb. per cu. ft.)	.27	Masonite	.33
				Palco Wool	.26
				Rock Cork	.33
				Temlock	.33

Temperatures Recommended for Transportation and Retail Storage

UNFROZEN

VEGETABLES	
Asparagus	33-34
Beans (green)	33-34
Beets	32-40
Brocoli	32-34
Cabbage	32-36
Carrots	33-36
Cauliflower	32-34
Celery	32-34
Corn (green)	36-38
Cucumbers	36-40
Lettuce	32-40
Onions	32-36
Peas (green)	32-36
Potatoes	35-40
Potatoes (sweet)	50-55
Radishes	32-36
Squash	33-36
Tomatoes	35-40

FRUITS	
Apples	32-36
Apricots	35-40
Bananas	55
Blackberries	36-40
Cantaloupes	35-40
Cherries	36-40
Cranberries	33-36
Gooseberries	36-40
Grapefruit	32-36
Grapes	32-36
Lemons	40-45
Oranges	36-40
Peaches	36-40
Pears	32-34
Plums	32-36
Raspberries	36-40
Strawberries	36-40

MEATS AND FISH	
Bacon	30-36
Beef (fresh)	32-40
Eggs	33-36
Fish (fresh)	32-40
Lamb	32-36
Mutton	32-36
Oysters (shell)	30-36
Pork (fresh)	30-34
Poultry	28-30
Veal	35-40

DAIRY PRODUCTS	
Butter	28-36
Cheese	36-40
Milk (sweet)	32-36
Milk (butter)	32-40

FROZEN FOODS	
Eggs	10-15
Fish	10-20
Fruits in syrup	10-20
Ice Cream	5-10
Meats	10-20
Vegetables	5-10

Courtesy American Society Refrigerating Engineers

Desirable Wall Conductivities for Perishables

(Wall conductivities generally desirable for the transportation of various types of perishables.)

Type of Truck	B.T.U. per hour per degree F. per square foot
Bakery, candy and bread trucks	.60
Trucks for bulk and smoked meats	.15 to .30
Trucks for sausage and fresh cut meats	.10 to .20
Ice cream, quick-frozen food trucks	.08 to .06
Trucks for solid carbon-dioxide transport	.03 to .05

To Completely Master

CLUTCH AND BEARING TROUBLES

Get These Free Monmouth Service Bulletins

EACH bulletin is complete. It tells how to deal successfully with a single clutch or bearing problem. More than 50 bulletins issued to date. Written in plain, understandable non-technical language by expert automotive engineers who specialize in clutch and bearing design and construction. Illustrated with simplified drawings. These bulletins will make you a master repairman of clutches and bearings just as they have thousands of other crack auto mechanics who use them regularly.

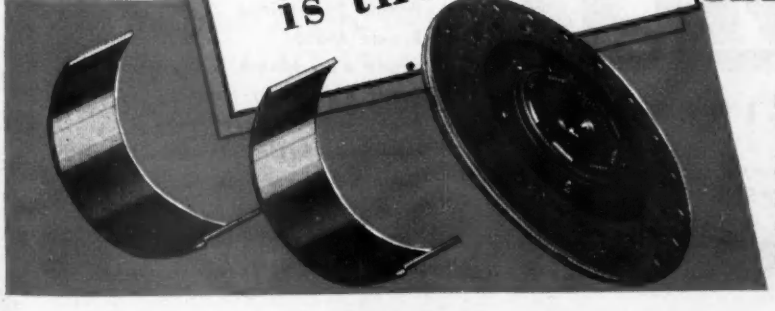
To keep America's cars and trucks in first class shape is now vital to our war effort. The "know how" to achieve this task is supplied by these bulletins. Consequently we are glad to furnish sample bulletins free and without cost to any man in the repair field. Write for them today. Qualify as an expert in clutch and bearing troubles—increase your earnings and your contribution to the war effort through specialized skill. Please use the coupon below. Address the Monmouth Products Company, Cleveland, Ohio.

NAPA Assurance of Quality

Master stocks of Monmouth Engine Bearings, Clutch Plates and Parts and King Bolt Sets are maintained in NAPA Warehouses from coast to coast, assisting hundreds of jobbers in every section of the country to give prompt service even on rarely-called-for numbers.

FOR ENGINE BEARINGS
CLUTCH PLATES AND PARTS
KING BOLT SETS

Monmouth is the name



COUPON!

Monmouth Products Company, 1932 E. 61st St., Cleveland, O.

Please send me free Monmouth Service Bulletins

Name _____

Street _____

City _____ State _____

Please check occupation: ☐ Mechanic ☐ Foreman ☐ Superintendent ☐ Owner ☐ Partner

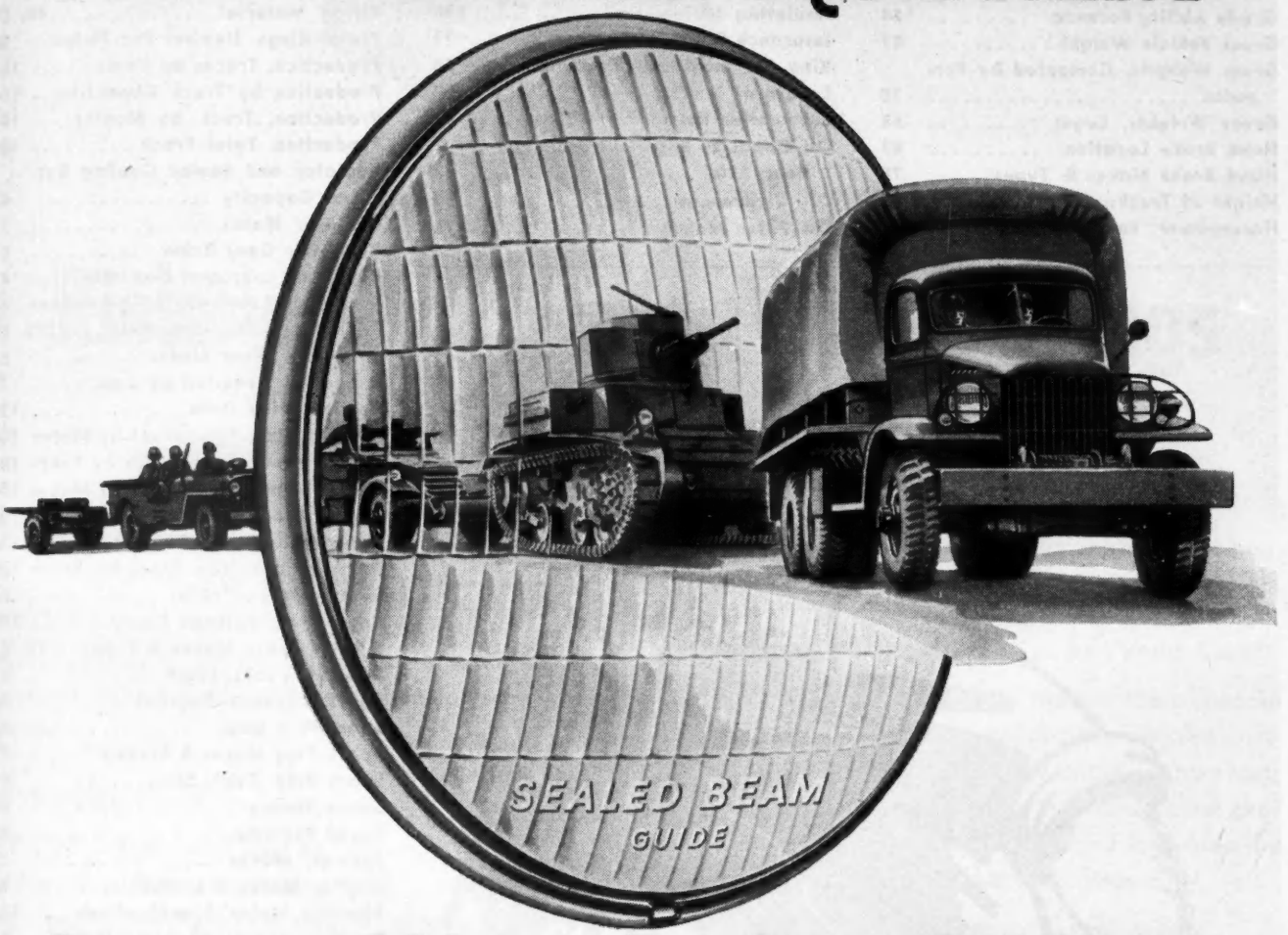
WHERE TO FIND IT

A Handy Cross Reference Index to this 1943 Fleet Operators' Reference Annual

Age of Trucks in Use..... 104
Air Cleaner Makes..... 75
A.M.A. Horsepower Formula..... 146
Axle Wear Limits..... 57
Battery, Ampere Hour Capacities. 67
Battery Makes 75
Battery Data 67
Battery, Number of Plates..... 67
Bearing Tolerances, Engine..... 57
Brake Drum Makes..... 75
Brake Drum Material..... 87
Brake Horsepower (Diesel)..... 63
Brake Horsepower (Gasoline)..58, 87
Brake Lining Area 87
Brake Mean Effective Pressure (Diesel) 63
Brake Parts Wear Limits..... 57
Brakes Required by Law..... 71
Brake Trouble-Shooting Guide.... 43
Brake Type 75, 87
Breaker Arm Tension 118
C-A Dimension 87
Camber Specifications 38
Carburetor Make & Size 58, 75
Caster Specifications 38
Cetane Number (Diesel Fuel).... 62
Cetane Number (Recommended).. 63
Charging Controls Specifications. 114
Chassis List Price 87
Chassis Weight 87
Clearance Lights Required by Law 72
Clutch Adjustment 74
Clutch Facing Size and Number .. 74
Clutch Makes 74, 75
Clutch Type 74
Combination Lengths (Legal).... 68
Combustion Pressure (Diesel).... 63
Component Parts Specifications.. 75
Compression Pressure (Gasoline). 58
Compression Ratio (Diesel)..... 63
Compression Ratio (Gasoline)..58, 87
Connecting Rod Removal..... 48
Contact Point Gap 48, 118
Cooling System Capacity 47
Crankcase Oil Capacity 47
Current Regulator Specifications. 114
Diesel Engine Specifications..... 63
Diesel Fuel Distribution 62
Diesel Fuel Specifications 62
Diesel Fuel Taxes 63
Differential Lubricant Specifications 64
Direction Signals Required by Law 71
Displacement, Engine (Diesel).... 63
Displacement, Engine (Gasoline).58, 87
Distributor Point Gap 48, 118
Distributor Specifications 118
Drawbar Pull Formula 146
Drivers Hours of Service 74
Electrical Equipment Specifications 41
Engine Bearing Tolerances 57
Engine Bore & Stroke (Diesel).... 63
Engine Bore & Stroke (Gasoline) 58, 87
Engine Displacement (Diesel).... 63
Engine Displacement (Gasoline).58, 87
Engine Oil Capacity 47
Engine Service Specifications 48
Engine Speed Formula 146
Engine Trouble-Shooting Guide... 42
Engine Weight (Diesel) 63
Engine Weight (Gasoline) 58
Flares & Fusees Required by Law. 71
Formulas, Transportation 146
Frame Dimensions 87
Frame Makes 75
Front Axle Makes & Models 75
Front Axle Wear Limits..... 57
Front End Alignment Data 38
Fuel Feed System Makes 75
Gear Ratio Formula 146
Gear Ratio, Rear Axle 87
Generator Specifications 41

(TURN TO PAGE 142, PLEASE)

GUIDE LIGHTING EQUIPMENT



Serves on Military Trucks and Vehicles

On trucks, tanks, armored cars, full tracks, half tracks and gun carriages, Guide lighting equipment is "rolling along" with the fighting forces.

The experience Guide has gained through many years of close cooperation with bus and truck manufacturers is an important factor in meeting military requirements. By the same token, technical developments growing out of Guide's wartime assignments will someday serve the peacetime transportation industry.

Guide products and service parts are sold through independent United Motors distributors served by 20 conveniently located United Motors Service branch warehouses.

UNITED SERVICE MOTORS

Guide

LAMP

Division of General Motors Corporation
Anderson, Indiana

BUILDER OF AUTOMOTIVE LIGHTING EQUIPMENT

WHERE TO FIND IT

(CONTINUED FROM PAGE 140)

Generator Makes 75
Governor Makes 75
Grade Ability Formula 146
Gross Vehicle Weight 87
Gross Weights, Computed by Formulas 70
Gross Weights, Legal 68
Hand Brake Location 87
Hand Brake Makes & Types 75
Height of Trucks, Legal 68
Horsepower, Engine (Diesel)..... 63
Horsepower, Engine (Gasoline).58, 87
Horsepower Formula 146
Hours of Service of Drivers 74
ICC Driver Hours of Service..... 74
Ignition Equipment Specifications. 41
Ignition System Makes 75
Insulating Materials 138
Insurance Required by Law 71
King Pin Inclination Specifications 38
Length of Trucks, Legal 68
Lubrication Recommendations 64
Oil Capacity Engine, Transmission, Rear Axle 47
Oil Clearances 57
Oil Filter Makes 75
Oil Specifications for Major Truck Units 64
Oil Pressure 48
Piston Displacement (Diesel) 63
Piston Displacement (Gasoline) 58, 87
Piston Displacement Formula 146
Piston Material 48, 58
Piston Rings, Number Per Piston.. 58
Production, Trucks by Years 104
Production by Truck Capacities.. 104
Production, Truck, by Months.... 104
Production, Total Truck 104
Radiator and Engine Cooling System Capacity 47
Radiator Makes 75
Rear Axle Gear Ratio 87
Rear Axle Lubricant Capacity 47
Rear Axle Lubricant Specifications 64
Rear Axle Makes & Models 75, 87
Rear Axle Wear Limits 57
Reflectors Required by Law 72
Refrigeration Data 138
Registrations, Total Truck by States 108
Registrations, Total Truck by Years 108
Registrations, New Truck by Makes 106
Registrations, New Truck by Months 108
Registrations, New Truck by States 106
Registrations, New Truck by Years 108
Registrations, Trailer 66
Regulators, Voltage 114
Service Brake Makes & Types...75, 87
Sizes of Trucks, Legal 68
Spark Advance Degrees 48
Spark Plug Gap 48
Spark Plug Makes & Models..... 75
Spark Plug, Type, Size..... 48
Spark Timing 48
Speed Formula 146
Springs, Makes 75
Starter Makes & Models 75
Starting Motor Specifications ... 122
Starting Trouble-Shooting Guide.. 43
Statistics of the Truck Industry... 104
Steering Gear Lubricant Specifications 64
Steering Gear Makes & Models... 75
Stoplights Required by Law..... 71
Tappet Clearance 48
Temperature of Commodities 138
Tension Specifications 46
Terminal Ground, Battery 67
Third Axle Specifications 84
Tire Sizes Maximum, by Trucks... 87
Tire Sizes, Standard, by Trucks,... 87
Tire Trouble-Shooting Guide..... 132
Toe-in Specifications 38
Torque, Clutch 74
Torque, Engine (Diesel) 63
Torque, Engine (Gasoline) 58, 87
Torque Formula 146
Torque Wrench Specifications.... 46
Tractive Effort Formula 146
Trailer Combination Size & Weight, Limits, Legal 68
Transmission Lubricant Capacity.. 47
Transmission Lubricant Specifications 64
Transmission Makes & Models ... 75
Transportation Engineering Data. 146

(TURN TO PAGE 144, PLEASE)

Rislone Makes 4 Vital Savings

Keeps Engines Operating Efficiently!

1 Conserves Oil

Saves it for our fighting forces.

RISLONE added to the regular oil in the crankcase absorbs gum and sludge formations—eliminates and prevents sticky valves—restores lost compression and power.

2 Saves Fuel

RISLONE "cleans out" engines—frees valve and ring action—equalizes compression in all cylinders, assuring "peak" performance and a reduction in fuel consumption.

3 Prolongs Engine Life

RISLONE rids engines of power-robbing gums, increasing their efficiency. Its high capillary attraction assures proper and adequate lubrication at all times, thus reducing wear on vital moving parts. RISLONE reduces the "time-out" periods for repairs—prolongs engine life and cuts operating and maintenance costs.

4 Saves Manpower...Service Costs

The consistent use of RISLONE right in the crankcase with the regular oil assures a quieter, smoother running engine. Service work and replacement part costs are reduced, leaving your help free to do other productive essential work. Recommended and used by engine builders and car factory engineers.

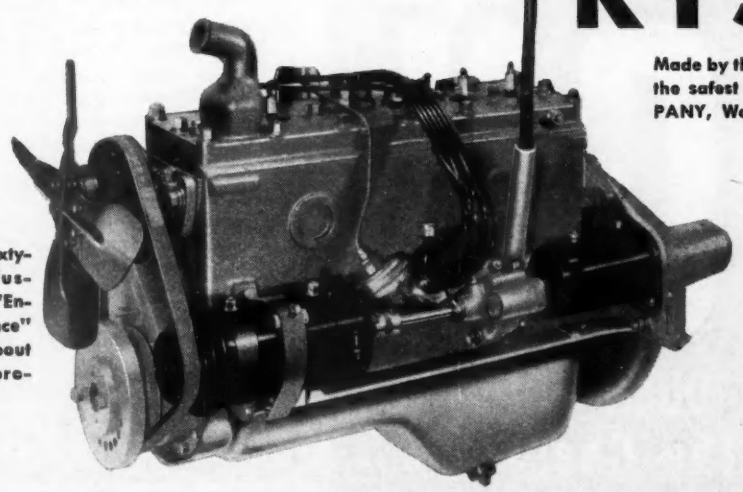
★ ★ ★

RISLONE has been used for many years by motorists, fleet and bus transportation operators, our Armed Forces, industrial and construction machinery operators.

SHALER

RISLONE

Made by the makers of World-famous "Hot Patches," the safest tube repairs known—THE SHALER COMPANY, Waupun, Wisconsin, and Toronto, Canada.



Write for free sixty-four-page illustrated book, "Engine Performance"—tells all about "Tune-Up" procedure.

SHALER HOT PATCH TUBE REPAIRS VULCANIZED

RISLONE is available in five, fifteen, thirty and fifty gallon faucoted drums for shop use—Lithographed packages for the consumers.

At the present time Priorities are not required for Shaler Vulcanizer Clamps but the requirements of our Armed Forces and rated war orders take practically our entire output. Rated orders also require most of our production of the large G8 and G9 Streamliner "Hot Patches" as well as replacement Valves. Consequently the supply available for civilian use is limited.

WHERE TO FIND IT

(CONTINUED FROM PAGE 142)

Trouble-Shooting Guide	42
Truck Chassis List Prices	87
Truck Component Parts	75
Truck Specifications Table	87
Universal Joint Lubricant Specifications	64
Universals, Makes & Models	75
Valve Lash	48
Valve Sizes (Diesel)	63
Valve Sizes (Gasoline)	58
Valve Spring Pressure	44
Valve Timing	48
Vehicle Gross Weights	87
Vehicle Speed Formula	146
Viscosity Specifications	64
Voltage Regulator Specifications	114
Wear Limits (Bearings, Brakes and Axles)	57
Wheel Makes	75
Wheelbase of Trucks	87
Weights of Chassis by Makes	87
Weights of Trucks, Legal	68
Width of Trucks, Legal	68

Record Livestock Tonnage by Truck

Tonnage of livestock hauled from farms to market by truck in 1942 again broke all previous records. Trucks delivered 62.8 per cent or nearly two-thirds of the cattle, hog and sheep tonnage.

A total of 9,250,850 tons of meat animals were marketed by truck, a gain of 866,190 tons over the previous year. It is estimated that 3,144,161 trucks unloaded $2,195,000,000 worth of cattle, hogs and sheep at the markets.

It would have taken 830,000 rail cars to transport the stock that rode to market via the highways. A comparison with previous years follows:

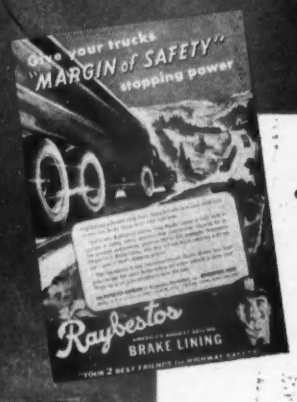
	Total Tons	Per Cent of Total	No. of Head	Per Cent of Total No.
1942.	9,250,850	62.8	48,734,505	55.8
1941.	8,384,660	66.5	44,035,840	58.9
1940.	7,772,346	63.7	44,074,025	56.7
1939.	6,462,077	56.4	38,597,677	53.4

Ford Bros. Wins "7th Column" Drive

Ford Bros., Omaha, Neb., van and storage company, won a safety award during the Omaha Safety Council's "Smash the 7th Column" drive.

Ford Bros. employs 16 people, who worked 19,965 hours in a six months period and reported no accidents. The firm won an award in Division V. of an Industrial Contest, and another in Truck Division A, having 4 trucks averaging 20,100 miles with no accidents over the same time period.

The presentation of awards was made at a dinner following an all-day industrial conference attended by approximately 700 plant managers, foremen, and safety engineers who discussed the latest measures for conserving manpower through accident prevention. The group planned to continue the "Smash the 7th Column" drive for a year.



300% Margin of Safety assures

DEPENDABILITY

Safe, sure stopping power for every truck in your fleet is now a war necessity; lay-ups delay Victory; many replacements are hard to get.

Raybestos Heavy Duty Brake Lining is built with a margin of safety which matches that customarily allowed for in the greatest engineering projects—300%. *This* brake lining will stop a truck carrying 4 times its rated load capacity. That's stopping power! That's safety!

Specify Raybestos for today's tougher transportation job.

THE RAYBESTOS DIVISION of *Raybestos-Manhattan, Inc.*, BRIDGEPORT, CONN.

Raybestos

AMERICA'S BIGGEST SELLING

BRAKE LINING

YOUR 2 BEST FRIENDS for HIGHWAY SAFETY

BRAKE LINING, CLUTCH FACINGS, FAN BELTS, HOSE • FOR CARS, TRUCKS, BUSES, TRACTORS • ON THE WAR AND CIVILIAN FRONTS

TRANSPORTATION FORMULAS

VEHICLE SPEED

$$MPH = \frac{RPM \times R}{168 \times FGR}$$

MPH = Miles Per Hour
RPM = Engine Revolutions per Minute
R = Rolling Radius
FGR = Final Gear Ratio
168 = A constant comprising the conversion of rolling radius in inches to wheel circumference in feet; wheel revolutions per minute to wheel revolutions per hour; feet per hour to miles per hour

ENGINE SPEED

$$RPM = \frac{MPH \times 168 \times FGR}{R}$$

See above for abbreviations

HORSEPOWER

Maximum Net Horsepower (maximum gross horsepower less power consumed by engine accessories) is the only horsepower that should be used in transportation engineering formulas, and can be determined only by using a dynamometer or may be procured from the manufacturer

GRADE ABILITY

$$GA = \frac{TE}{GVW} \text{ minus } .012$$

GA = Grade Ability
TE = Tractive Effort
GVW = Gross Vehicle Weight
.012 = 12 lb. per 1000 lb., rolling resistance on hard-surfaced roads

TRACTIVE EFFORT

$$TE = \frac{\text{lb. in. Torque} \times FGR \times .90}{R}$$

R = Rolling Radius in Inches
FGR = Final Gear Ratio
lb. in. Torque = 12 times Torque in lb. ft.
.90 = Efficiency for all rear axles except worm, then .85

DRAWBAR PULL

$$DP = \frac{.90 \times \text{lb. in. Torque} \times FGR}{R} - .012\ GVW$$

DP = Drawbar Pull
R = Rolling Radius in Inches
FGR = Final Gear Ratio
GVW = Gross Vehicle Weight
.90 = Efficiency for all rear axles except worm, then .85
lb. in. Torque = 12 times Torque in lb. ft.
.012 = 12 lb. per 1000 lb. Rolling Resistance

MAXIMUM NET ENGINE TORQUE

Torque in lb. ft. = .70 × cu. in. Piston Displacement. (This is approximate and should be used only when actual torque is not known.)
.70 = Average figure based on analysis of a number of torque curves

TORQUE AT PEAK HORSEPOWER

$$\text{Torque at Peak HP} = \frac{HP \times 5252}{RPM}$$

5252 = Constant resulting from the conversion of torque and RPM into horsepower
HP = Maximum net horsepower (See Horsepower below)
Peak HP = Maximum useful horsepower

MAXIMUM NET TORQUE

$$\text{Max. Net Torque} = \frac{\text{Torque at Peak HP} \times 5}{4}$$

(This is approximate and should be used only when actual net torque is not known.)
5 and 4 = Figures based on an analysis of a number of torque curves

PISTON DISPLACEMENT

Piston Displacement in cu. in. = B × B × .7854 × S × No. of Cylinders

B = Bore
S = Stroke
.7854 = Constant comprising the conversion of the area of a square to the area of a circle of the same dimensions

FINAL GEAR RATIO

$$FGR = \frac{R \times GVW \times (GA + .012)}{\text{lb. in. Torque} \times .90}$$

GA = Grade Ability
GVW = Gross Vehicle Weight
lb. in. Torque = 12 × lb. ft. Torque
R = Rolling Radius in Inches
.90 = Efficiency for all rear axles except worm, then .85
.012 = Rolling resistance on hard-surfaced roads

AMA HORSEPOWER

(For License Purposes Only)

$$\text{AMA HP} = \frac{B \times B \times \text{No. of Cyl.}}{2.5}$$

B = Cylinder Bore
2.5 = Constant based on average engine in 1906

AUTOMOTIVE MECHANICS HAVE A BIG JOB TO DO WITH UNCLE SAM

Uncle Sam is tackling the biggest job of his life!

The auto mechanics' part in this job is twofold. Those in uniform must service the planes, army trucks, tanks, and jeeps—those on the home front must keep the vitally needed but ageing cars, trucks, buses and tractors going.

The job on the home front must be done with a serious shortage of experienced mechanics. Loss of automotive mechanics throughout the nation is estimated at 47%. The skill and ingenuity of the remaining experienced mechanics will be called upon as never before.

New hands must be trained. It is the patriotic duty of old-timers to aid and encourage these willing but green workers.

Thompson Products has become one of the world's largest suppliers of vital precision parts for war engines. Yet thus far we have been able to maintain production of automotive replacement parts in a volume comparable to many pre-war years.

★ ★

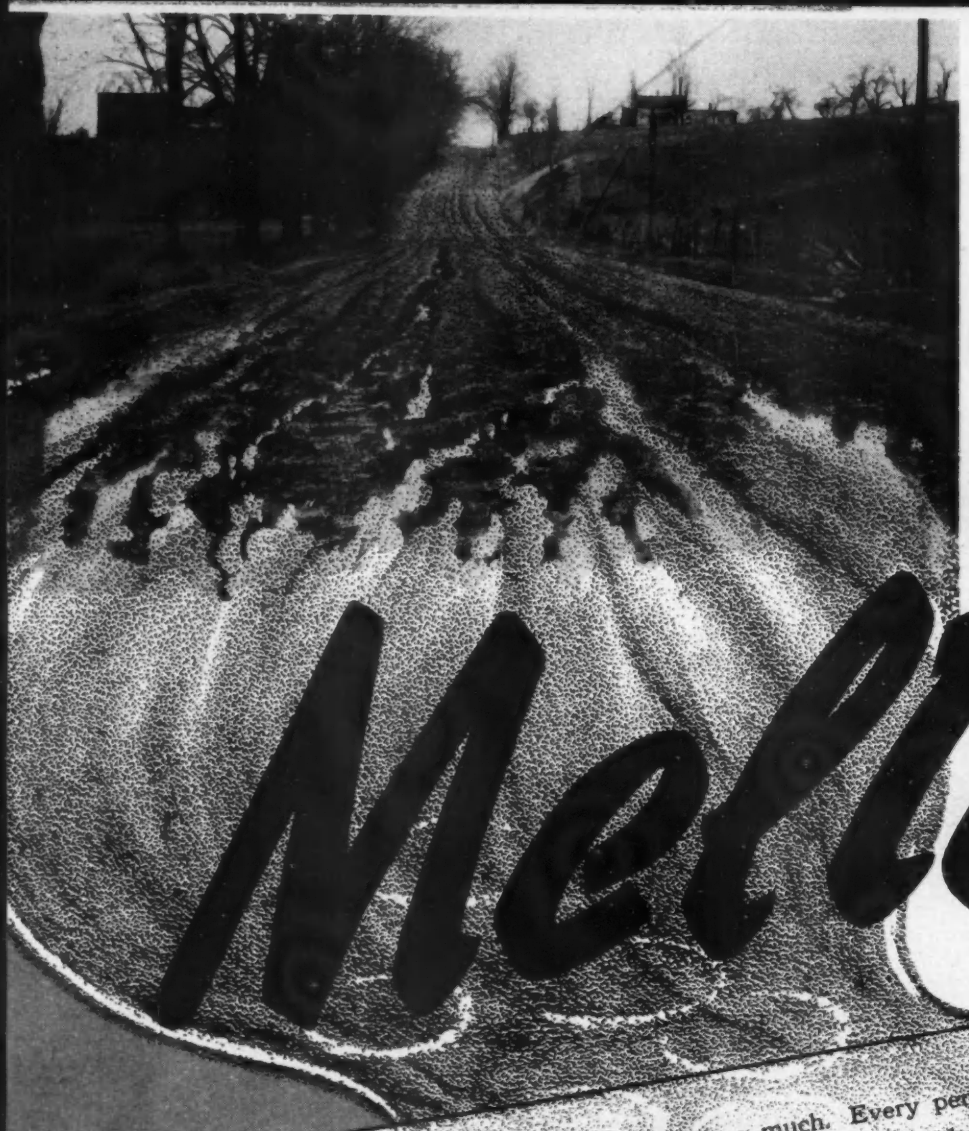
Good quality, long-lasting parts, and good workmanship in installing them have become more important than ever before.

★ ★

THOMPSON PRODUCTS, INC. • *Cleveland* • *Detroit* • *Los Angeles*

In this Emergency Make More Use of the Machine Shop Facilities Offered by TP Jobbers

See Your Thompson Products *Jobber*



TAX Melting

OBVIOUSLY tax money will only do so much. Every penny the county or state highway department can save has a place somewhere else.

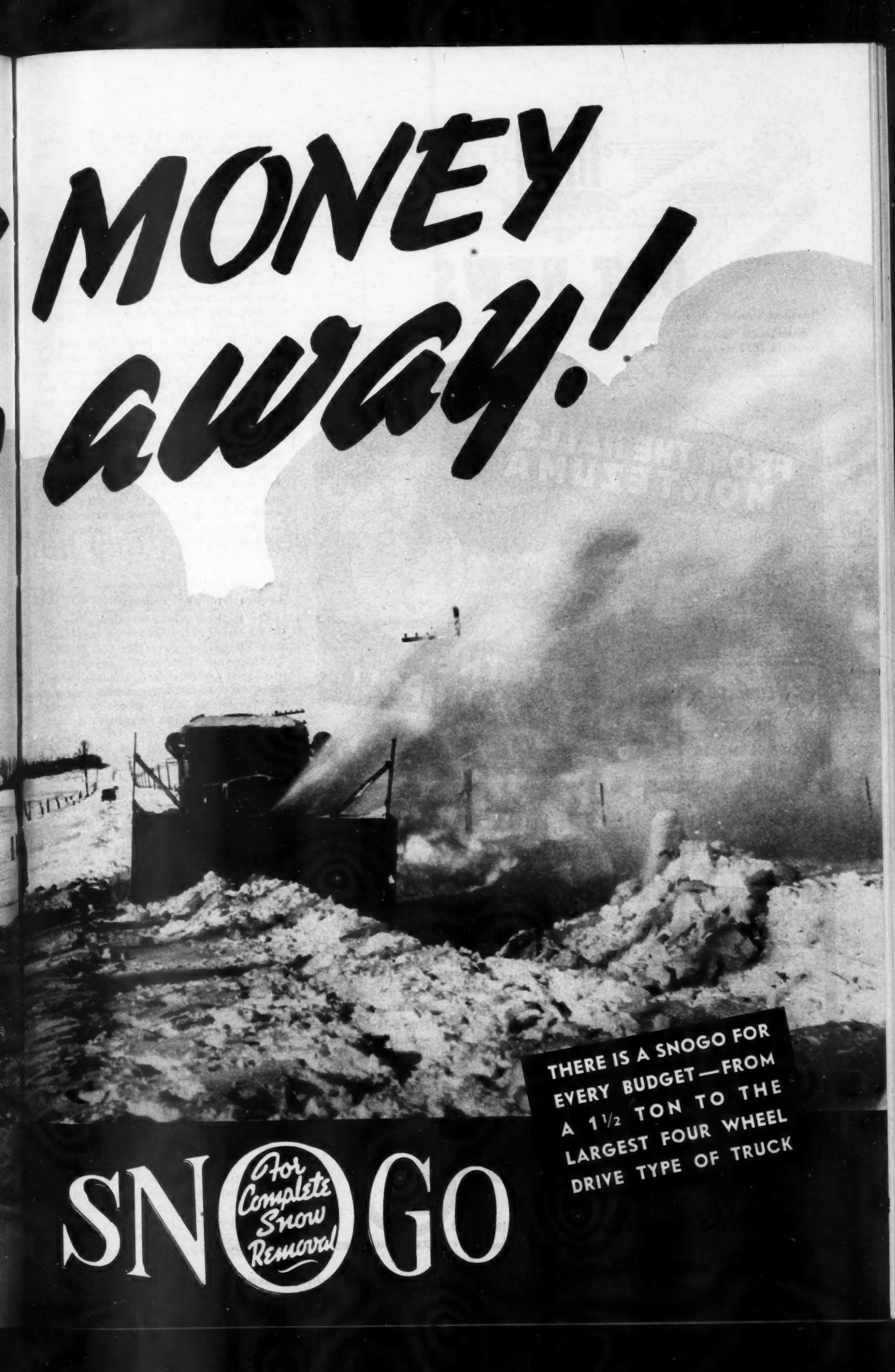
Look at the picture. There is nothing unusual about it—in fact it's typical of thousands of miles of highway throughout the United States. The fact that it *is* typical is what makes it interesting. The fields are bare but ditches can't function because they are full of snow. Shoulders are loaded with banks piled high by push plows and the melting snow turns the road into a ditch. In this soggy condition trucks and cars have churned the road to a mass of ruts.

Here is spring road destruction in the making. Binder materials are passing off in solution. The shoulder is being weakened by saturation. Repair is going to call for material haulage—tax money—much of which could be saved.

It is Snogo's job to cut costs under conditions like this!

Use your Snogo to throw the snow into the fields where it can do no harm. Leave the ditches clear to function as they were designed to do. Clear away the banks left by your high speed and push plows—make your roads "summer" safe and you'll find that the reduction in gravel haulage alone will go far toward paying the cost of your Snogo.

KLAUER MANUFACTURING COMPANY, Dubuque, Iowa


MONEY
away!
THERE IS A SNOGO FOR
EVERY BUDGET—FROM
A 1½ TON TO THE
LARGEST FOUR WHEEL
DRIVE TYPE OF TRUCK
SNOGO
For Complete Snow Removal

ODT NEWS

"Armed Forces" Exemption Ruling

Exemptions pertaining to the armed forces in ODT motor vehicle orders do not apply unless the vehicle operators are under specific instructions given by a member or an agent of the armed forces which they are required to obey, Jack Garrett Scott, general counsel of the ODT, has ruled.

Priority for Truck Repairs Requested of Service Shops

Essential motor vehicle repairs should be given priority over repairs which may be put off without endangering safe operation or impairing mechanical life of the vehicles, according to John L. Rogers, Director of the Division of Motor Transport, ODT.

Mr. Rogers, in a letter to several national automotive organizations, called on garages and service establishments to voluntarily ration their facilities and mechanics' time so that essential repairs are given precedence.

Mr. Rogers' appeal was prompted by complaints from truck operators engaged in essential hauling that they are unable to have vital adjustments and repairs made on their vehicles because many garages and dealers are engaged in other work, much of it not of a pressing nature, such as the repair of bumpers, fenders, and radiator grilles.

For-Hire Joint Manpower Groups Grapple Problems

The Labor-Management Committee of the for-hire trucking industry in conference with officials of the Office of Defense Transportation last month reviewed reports from key cities in which local labor-management committees of the industry are functioning and agreed to extend organization of similar committees to eight other communities.

Cities in which local committees have been established are: Akron, Baltimore, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Columbus, Denver, Detroit, Hartford, Kansas City, Los Angeles, Louisville, Minneapolis, New York, Oakland, Philadelphia, Pittsburgh, Portland, O.; St. Louis, Salt Lake City, San Diego, San Francisco and Seattle.

Added to the list of key cities are Portland, Me.; Dayton, Ohio; Toledo, Ohio; Indianapolis, Ind.; Harrisburg, Pa.; Springfield, Mass.; Rochester, N. Y.; and Providence, R. I. Committees on which labor and management are equally represented will be set up in these areas to foster labor-management cooperation in dealing with problems facing the industry. As a part of their function, the committees will study manpower shortages and will consider establishment of training programs and possible additional measures for the preservation of equipment.

Surveys of personnel shortages and possible sources of additional manpower have been conducted or are now underway. Some of the committees have announced that in order to meet manpower shortages in the trucking industry, labor supply offices have been opened, and drivers working short time or engaged in non-essential activities have been urged to report at these offices for transfer to essential work on a part-time or full time basis. Studies are being made to determine causes of

(TURN TO PAGE 152, PLEASE)

You can get a new hat in 5 minutes

...but it may take weeks to replace a burned-out bearing...

The answer is Preventive Maintenance now with Shell Automotive Lubricants

SHELL

The vital war metals used in bearings are becoming increasingly hard to get. Deliveries on present stocks are questionable. Yet, there are operators who are trying to "stretch" their oil an extra 500 or 1,000 miles in order to "save time and oil."

Driving even the best-made oil beyond its limit of usefulness can cause low oil pressures, sludge, plugged oil lines and screens . . . ruined bearings.

Under today's peak-load conditions oil should be carefully watched, and in many cases *changed more often than usual,* depending on the type of service to which it is subjected.

Yes, changing the oil requires time. But the few minutes it does take may save days of delay later. Don't wait for a bearing failure. Call in the Shell man now. Let him help you plan your Preventive Maintenance.

ARMY E NAVY

First oil refinery to win Army-Navy "E"— Shell's Wood River Refinery.

SHELL AUTOMOTIVE LUBRICANTS

ODT NEWS

(CONTINUED FROM PAGE 150)

absenteeism. Upgrading within the industry is being encouraged, and in a number of communities, labor and management representatives are working on replacement schedules.

A serious shortage of manpower in every phase of the industry was reported in Detroit where management and labor are cooperating in a wide-spread program to prevent the breakdown of trucking in that city.

Steps to prevent personnel pirating by other industries were discussed at the meeting and it was agreed that more essential trucking jobs be filled from less essential activities in order that deliveries of war materials be kept moving prompetly. It was also decided that representatives of the War Manpower Commission and the ODT meet with committees of employers and employees in each region to consider problems arising from the drafting of men essential to the industry.

Private Carrier Labor-Management Committee Follow For-Hire Pattern

Organization of local labor-management committees for the private trucking industry was planned in the monthly conference of the Private Motor Truck Labor-Management Committee and officials of the ODT.

In general, the local committees will follow the pattern of the committees already established by the for-hire trucking industry in a large number of key cities. While the cities in which the local committees will be organized were not designated, it was indicated that for the most part they will be the same as those selected by the for-hire industry. The committees are being established, it was explained, to foster labor-management cooperation in dealing with problems confronting the industry. Particular stress will be laid on studies of manpower shortages and reserves and on the conservation of the industry's equipment.

Applicability of the forty-eight hour week order to private trucking was considered, and it was decided that the ODT should issue a bulletin discussing the order in relation to all transportation activities.

It was agreed that labor and management continue their cooperative efforts, particularly regarding the conservation of equipment, rubber and supplies.

Trade Group to Experiment With Manpower Training

Manpower shortages in the automotive maintenance industry have become so acute in recent months that training of new personnel, employment of women, and other measures will be necessary to keep essential motor transportation moving, the Automotive Manpower Committee representing the truck trade agreed in conference with officials of the ODT.

As an experiment in group training for the industry, a program will be inaugurated in Philadelphia in the near future, it was decided. If the experiment proves successful in that city, similar training programs will be introduced in other communities where shortages of maintenance employees threaten to impede motor transportation.

It was pointed out that maintenance work for trucks, buses and passenger cars is falling behind in many areas and that labor shortages are not the whole reason in many instances. Difficulty in obtaining parts, together with pressure upon repairmen to continue normal rapid service, add to the problems of repair shops. Some maintenance men, it was reported, are now attempting to arrange some system of priorities so that essential repairs such as motor reconditioning or bearing replacements come before bumper or fender jobs.

Discussed as possible measures to meet manpower shortages were the pooling of equipment and crews; training and upgrading of new employees, use of women wherever practicable, establishment of a system of priorities in repair work and obtaining the support of vehicle owners in having repair work done by appointment.

ODT 35-M.P.M. Modification Does Not Supersede State Laws

Joseph B. Eastman, Director of the Office of Defense Transportation, today advised the Governors of all States that the ODT's action of Mar. 1, modifying the 35-mile

(TURN TO PAGE 155, PLEASE)

1. Model 80 Wet Type Valve Refacer
2. Ring Ridge Reamer
3. Model EJ ECCENTRIC Valve Seat Grinder
4. Hydraulic Brake Hones
5. Piston Pin Hole Hones
6. Model H Cylinder Hone
7. Valve Seat Inserter; made in power and hand operated models.

NEW IDEAS IN HALL TOOLS AND EQUIPMENT ARE COMING!

What's YOUR Idea?

If you have an idea for tools, equipment or appliances, let us develop and market it for you. Write us today in strict confidence.

There has never been anything finer than HALL tools and equipment and we intend there never shall be. Though our plant facilities have been increased again and again, and are operating day and night producing HALL precision equipment for war use, we're looking ahead. RIGHT NOW new and enlarged laboratory and engineering facilities are devoted exclusively to the development of new ideas in tools and equipment which will go into production the very day Victory is won. Watch HALL when it's over Over There!

THE HALL MANUFACTURING COMPANY, TOLEDO, OHIO

HALL

Dust-Protected
FOR
UNINTERRUPTED SERVICE

The motor — Diesel or Gasoline — which has the *Dust Protection* of a Donaldson Oil-Washed-Air Cleaner gives far greater promise of uninterrupted Service. High in efficiency, this popular cleaner gives complete protection to either gasoline or Diesel engines. Donaldson Oil-Washed-Air Cleaners are built to fit the individual job. No matter how large or small your product, the engine exposed to dust demands Protection. Our engineers will be glad to work out the particular type best suited to your requirements. Write

DONALDSON COMPANY, INC.
666 Pelham Avenue • St. Paul, Minnesota

DONALDSON
Oil Washed
AIR CLEANERS

ODT NEWS

(CONTINUED FROM PAGE 152)

speed limit and certain other motor carrier regulations in order to expedite emergency war shipments was not intended to allow trucks to exceed State speed or load limitations.

The Mar. 1 exemption order was designed to modify the Federal speed limit only, Mr. Eastman explained in a letter to each of the 48 governors.

Likewise, Mr. Eastman pointed out, it was not intended in general permits of Mar. 1 to permit overloading of these vehicles beyond the weight permitted by the State or locality in which the vehicle was operating.

When the ODT presented its expedited shipment plan to State representatives, however, it was anticipated that, for the 60-day trial period of the plan, State authorities would permit speeds equal to their respective maxima in effect prior to the national 35-mile speed limit of October 1, 1942, he said.

For-Hire Vehicles May Be Leased to Private Carriers

Joseph B. Eastman, director of the ODT, has amended General Order ODT No. 21 so as to enable the ODT to order control over commercial motor vehicles transferred from one carrier to another, regardless of the types of carriers involved.

The order, as originally issued, did not empower the ODT to require the renting or leasing of equipment by a common or contract carrier to a private carrier. The amendment removes this limitation of authority.

As in the original order, the amendment provides that unless the interested carriers agree upon the amount of compensation to be paid for the use of any vehicle leased or rented to another carrier at ODT's direction, the amount will be fixed by the ODT.

The amendment was issued, officials explained, to enable the ODT to arrange for fuller utilization of existing trucks and other commercial motor vehicles.

The amendment provides that the ODT may require the transfer of a commercial motor vehicle from one carrier to another when the ODT deems it to be "advisable or necessary to the prosecution of the war or to the maintenance of essential civilian economy or in the public interest . . ."

Vehicles Used for Testing Exempt from Provisions of 21

After Mar. 1 commercial motor vehicles used exclusively for testing purposes will not be required to carry Certificates of War Necessity, according to Exception Order ODT 21-6.

The ODT also waived the 35-mile speed limit, as of Mar. 1, for motor vehicles when being tested to meet Army and Navy standards and when used for training military or naval personnel in maintenance procedures. This order requires also that all motor vehicles engaged in testing operations display the official ODT "V Emergency" pennant when exceeding the 35-mile speed limit.

Pay Disagreement No Excuse for Refusing J.I.O. Loads

Joint Information Offices should not give clearance statements to carriers who refuse to handle loads because of disagreement over compensation, according to the ODT.

A carrier who refuses a load offered through a Joint Information Office because the compensation is not satisfactory and then sends the truck out empty or partially laden is violating General Order ODT No. 13, the ODT said.

The proper procedure in such cases, the ODT has ruled, is for the carrier to handle the load and then to submit the disagreement over compensation to the ODT for proper determination.

Section 501.57 of General Order 13 provides that the division of revenue shall be as determined by the ODT, "except as may be otherwise provided by agreement between the interested carriers or prescribed by the Interstate Commerce Commission or by the appropriate State regulatory body."

LUBRICANT & COOLING SYSTEM CAPACITIES

CONTINUED FROM PAGE 47

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
DIAMOND T—Cont.				
805 (1941-42)	8	20	20	28
702 (1941-42)	8	20	12	44
900 (1941-42)	14	24	14	44
DODGE				
KC, KCL, KH Series, LC	5	2½	3½	15
K32, K33, K34	5	6	5	12
K35, K36, K37, K38, K45, K46, K47, K48	6	5	8	14
DODGE—Cont.				
K50, K51, K52, K70, K71, K72	8	10	8	23½
LE Series	5	6	4½	16½
LF Series	5	6	8	16
LG, LH Series	6	11	14	18
K50V, K51V, K52V, K60V, K61V, K62V	8	11	14	20¾
MC, RC Series (1937-38)	5	3½	3½	16
MD, RD Series (1937-38)	5	3½	4	16
DODGE—Cont.				
ME, RE Series (1937-38)	5	6	6½	18
MF, RF Series (1937-38)	5	6	8	18
MG, MH, RG, RH Series (1937-38)	5	11	8	19
ML, MK, RL, RK, RU Series (1937-38)	8	11	14	
TC (3-Speed Trans.)	5	3½	3½	18½
TC (4-Speed Trans.)	5	6	3½	18½
TD-15 (3-Speed Trans.)	5	3½	3½	17
TD-15 (4-Speed Trans.)	5	6	3½	17
TD-20, TD-21 (3-Speed Trans.)	5	3½	4	17
TD-20, TD-21 (4-Speed Trans.)	5	6	4	17
TE (4-Speed Trans.)	5	6	6½	19½
TF (4-Speed Trans.)	5	6	11 a	19½
TF (5-Speed Trans.)	5	11	11 a	19½
TG, TH	5	11	10ab	20½
TL, TK, RO, RP	8	11	7ac	28
TLD, TKD	14	11	7ac	
VC, WC	5	3½	3¼	18½
VD-15, WD15	5	3½	3¼	17
VD-20, VD-21, WD20, WD21	8	3½	4½	20½
VF, VM, WF, WFM	5	6	11	19½
VG, VH, WG, WH, WGM, WHM	5	11	10ab	20½
VL, VK	8	11	14ac	28
VLD, VKD, WLD, WKD	14	11	14ac	35
FEDERAL				
9 (1937-38)	5	4	4	18
10 (1937-38)	4	4	4	18
11, 11K, M11, 12K, M12, 14K	4½	4	4	15
11H, 14, M14	4½	4	4	15
15, 15H, 15K, 16K, 17K, 18, 18H, 18K, 20, 20H, 20K	4	4	8	25
75, 75H, 75K, 76K, 77K, 80, 80H, 80K	4	4	8	25
29, 29K, 89, 89K	4	13	12	25
29H, 89H	4	13	15	25
25, 25H, 25K, 85, 85H, 85K	4	8	12	25
C7, C9	10	24	22	29
40, 50, 40F	8	9	15	30
62	12½	22	32	34
63	10	22	32	32
7M7	5	5	3	12
8M8	4½	5	3	14
35, 90	7	12	12	28
45, 55, 92, 94	7	10	15	28
FORD				
AA, BB, 4Cyl. (1929-34)	5	2½	9	13½
BBV8 (1932-34)	5	2½	9	22
51V8 (1935-36)	5	2½	9	25
75V8 (1937)	4	5	9	18
79V8 (1937)	5	5	9	25
81T, 817T (1938)	5	5	9	24
81Y (1938)	5	2½	5	22
82Y (1938)	4	2½	5	16
81C (1938)	5	2½	2½	22
82C (1938)	4	2½	2½	16
91T, 917T, 911W, 91W, 917W, 99T, 997T, 991W, 99W, 997W (1939)	5	5	7	24
91Y, 91C (1939)	5	3	3	22
92Y, 922C (1939)	4	3	3	16
O18T, O1T, O1W, O11W, O98T, O9T, O9W, O91W, 118T, 11T, 11W, 111W, 119T, 19T, 19W, 191W	5	5	7	24
O1D, O1Y, O1C (1940)	5	2½	3	22
O2D, O2Y, O22C (1940)	4	2½	3	16
11D, 11Y, 11C (1941-42)	5	2½	3	24
1ND, 1NY, 1NC (1941-42)	4	2½	3	14
FWD				
HS, HA	8	12	8d	26
HG, HR	10	16	8d	26
HM	10	16	8d	30
CUA	10	24	8d	30
CU	10	16	8d	30
SU, SUA, YU	12	24	8d	36½
M6	12	24	12d	
MJ6	12	22	12d	42
MJ6X6	12	22	16d	42
M6X6	20	22	16d	52
M7	20	22	16d	65
M10	20	22	16d	64
T26	10	12	12d	24
T30	8	12	8d	26
T32	12	16	12d	26
T40	12	24	8d	36
T60	20	26	8d	36
T65	20	26	16d	40
T72	20	22	16d	52
GENERAL MOTORS				
T14 (1937)	6	1½	5	15½
T16 (1937)	6	7	7½	15½

CONTINUED ON PAGE 160

"SAVE THE WHEELS THAT SERVE AMERICA"

Ask Your Chevrolet Dealer to check your truck

SUPER CHEVROLET SERVICE

- ✓ *Check and rotate tires*
- ✓ *Check lubrication*
- ✓ *Check engine, carburetor, battery*
- ✓ *Check brakes*
- ✓ *Check steering and wheel alignment*
- ✓ *Check clutch, transmission, rear axle*

Chevrolet dealers service *all* makes of trucks.

Chevrolet dealers have had the broadest experience—servicing millions of new and used vehicles.

Chevrolet dealers have skilled, trained mechanics.

Chevrolet dealers have modern tools and equipment.

Chevrolet dealers give quality service at low cost.

CHEVROLET MOTOR DIVISION, *General Motors Corporation*, DETROIT, MICHIGAN

SEE YOUR LOCAL **CHEVROLET** DEALER TODAY

HEADQUARTERS FOR SERVICE ON ALL MAKES AND MODELS

LUBRICANT & COOLING SYSTEM CAPACITIES

CONTINUED FROM PAGE 158

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
GENERAL MOTORS—Cont.				
F16 (1937)	6	7	8½	15½
T16H, F16H (1937)	6	7	8½	15½
T18, T18H (1937)	7	4	8½	16
F18, F18H (1937)	8	4	8½	16
T23, F23 (1937)	8	7	10	20
T23H, F23 (1937)	8	7	13	20
T33 (1937)	7	7	13	20
F33 (1937)	6	7	13	20
T33H (1937)	7	7	9	20
F33H (1937)	6	7	Several axles and transmissions optional—Considerable variation in lubricant capacity.	20
T46 (1937)	12			28
F46 (1937)	10			28
T46, 400 (1937)	12			34
F46, 400 (1937)	10			34
T61 (1937)	12			34
F61 (1937)	10			34
T61H (1937)	12			34
F61H (1937)	10			34

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
GENERAL MOTORS—Cont.				
T14, T14S, T15 (1938)	6	1¾	6	15½
T15S (1938)	6	1¾	7½	16
T16, F16 (1938)	6	8½	7½	17
T16H, F16H (1938)	6	8½	10	17
T18, T18H (1938)	7	4	10	16
F18, F18H (1938)	6	4	10	17
T23 (1938)	7	7	10	17
T23H (1938)	7	7	13	17
F23 (1938)	6	7	10	17
F23H (1938)	6	7	13	17
T33 (1938)	7	13	13	17
T33H (1938)	7	13	9	17
F33 (1938)	6	13	13	17
F33H (1938)	6	13	9	17
T46 (1938)	12	13	9	28
F46 (1938)	10	13	9	28
T61, T61H, F61, F61H (1938)	10	(e)	16	34
AC100, AC150, CC100, CC150	8	1¾	4½	16
AC-250, AF-240, AF-241, CC300	8	1¾	5½	16
CC250	8	1¾	3	16
CC260	8	1¾	3	16
AC-300, AF-300, AF-310, CC-300	8	6½	6f	17
AC-350, AF-350, CC-350, CF-350	8	6½	7f	17
AC-400	9	4	7f	16
AF-400, CC-400, CF-400	9	7	7f	16
AC-450, AF-450, CC-450, CF-450	9	7	8½g	16
AC-500, AF-500	9	13	12g	16
AC-550, AC-600, AF-550, AF-600	9	13	13g	16
AC-650, AF-650	9	13	15g	16
AC-700, AF-700	10½	11½	15g	22
AC-800, AF-800, AC-850, AF-850	10½	9	16	22
GRAMM				
11 (1940-41)	6	6	4	16
15 (1937-39)	6	6	6	18
21 (1940-41)	6	6	6	18
25, 30, 31 (1937-40-41)	6	6	6	19
40, 41, 46 (1937-40-41)	6	6	9	19
45, 50 (1937-39)	6	6	8	19
55 (1937-39)	8	8	8	20
56 (1940-41)	6	6	10	20
70 (1937-39)	6	6	14	20
71 (1940-41)	6	12	10	20
75 (1937-39)	6	6	14	22
76, 86 (1940-41)	6	12	13	22
85 (1937-39)	6	6	16	22
96 (1940-41)	7	20	16	24
DJX40 (1937-39)	6	6	9	23
DJX70 (1937-39)	6	6	14	23
DJX75 (1937-39)	6	6	14	25
DJX85 (1937-39)	6	6	16	25
DJX55 (1937-39)	6	8	8	23
D46 (1940-41)	6	6	9	23
D56 (1940-41)	6	6	10	23
D71 (1940-41)	6	12	10	23
D76 (1940-41)	10	12	13	25
D86 (1940-41)	10	20	13	25
D96 (1940-41)	10	20	16	25
HUG				
42 (1936-39)	10	16	9	28
43 (1936-39)	10	24	11	28
D42 (1936-39)	10	24	9	31
D43 (1936-39)	10	15	11	31
D43L (1936-39)	14	15	12	38
70K (1936-39)	10	16	12	28
87Q, D87Q (1936-39)	10	24	16	28
99, 99S, D99, D99S (1936-39)	14	24	52	38½
15W (1940-42)	8	8	8	23
19W, 83W (1940-42)	8	12	8	23
23W (1940-42)	8	12	8	24
42W, 85W (1940-42)	8	16	8	28
43W (1940-42)	18	15	12	38
87W (1940-42)	8	16	11	28
92U (1940-42)	10	24	16	28
98 (1940-42)	18	36	16½	38
D98 (1940-42)	14	36	16½	38
99 (1940-41)	18	36	33	38
D99 (1940-41)	14	36	33	38
99S (1940-41)	18	36	52	38
D99S (1940-41)	14	36	52	38
51-6 (1942)	20	18	24	60
INTERNATIONAL				
C1, C15, C30, CS30, C30S	6½	5½	9½	15
A1, A2, B2, M2, M3, C10, C20, CS20	4	5½	9½	17
B3	7	5½	9½	20
C5	4	3	4	14
C35, C35B, CS35, CS35B, C35T, CS35T, B4, C40, CS40, C40T, C40F	7	9	15	20
A4, A5, A6, C50, C50T	10	11½	12	28½
C55, C55F, C55T, C60, C60T	9	11½	12	29½
A7, A7F	20	48	24	42

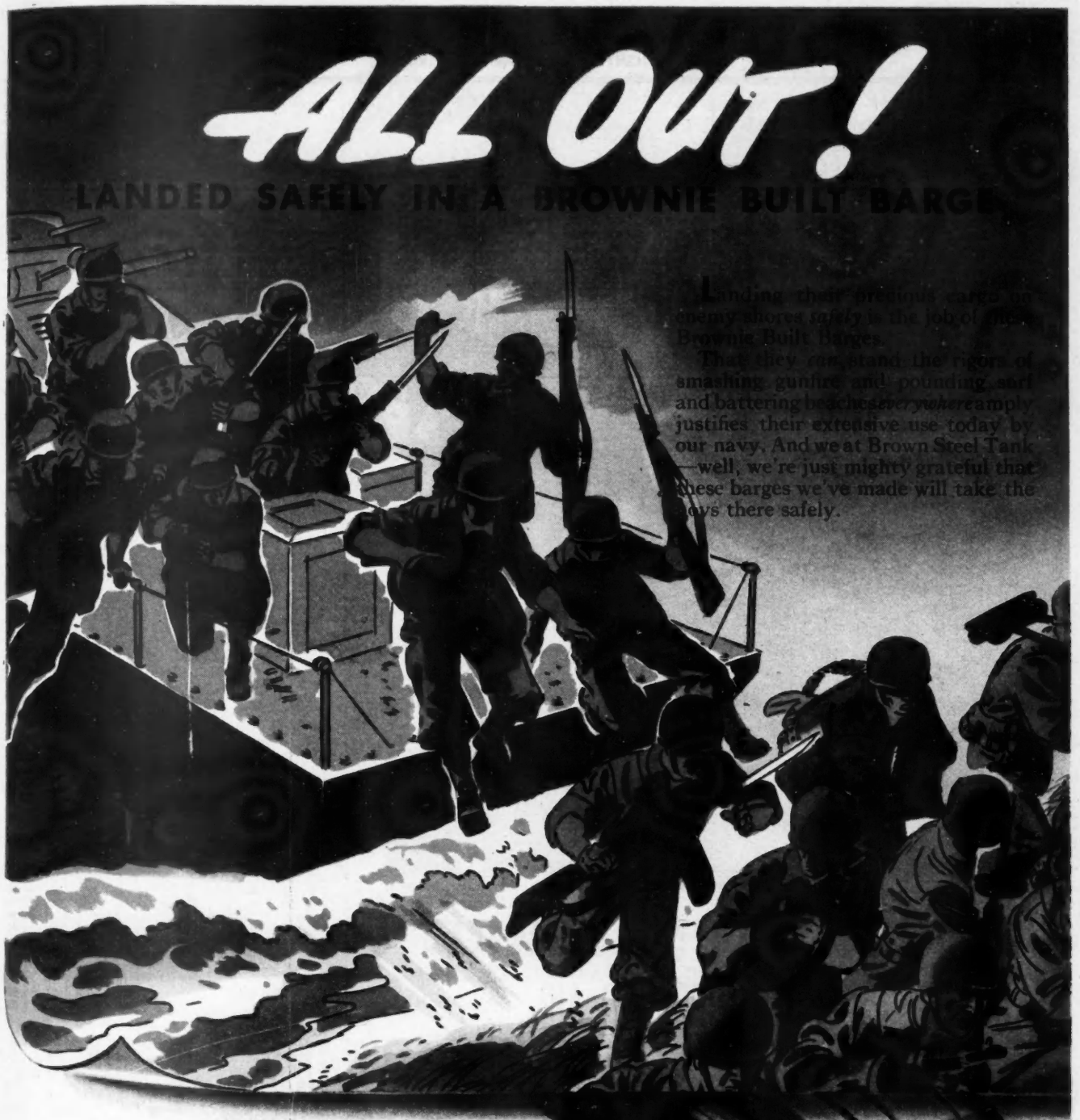
CONTINUED ON PAGE 162

LUBRICANT & COOLING SYSTEM CAPACITIES

CONTINUED FROM PAGE 160

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY: Engine Quarts	Transmission Pints	Rear Axle Pints	Cooling System Capacity, Quarts
INTERNATIONAL—Cont.				
A8	20	48	24	42
D2, D15	6½	3	4	15½
D5	4	3	4	14¼
D30, D30B, D303, D186T	6½	5½	7	16
DS30, DS30B, DS186T	6½	5½	17	16
D35, D216T	7¼	5½	10	18¾
D35B	7¼	14	10	18¾
DS35	7¼	5½	17	18¾
DS216T	7¼	5½	16	18¾
D40	7¼	14	10	21¾
DS40	7¼	14	16	21¾
D50, DR50, D246, DTR246T	10	14	16	24¾
DS50, DS246T	10	19	17	24¾
D60, DR60	10	19	16	28
DR70, DR346T	10	19	16	31
D300	6½	5½	7	19¼
DS300	6½	5½	17	19¼
D500, DR500	10	14	16	25½
DS500	10	19	17	25½
DR700	10	19	16	32
D246F	10	14 h	15 i	24¾
D346F	10	19 h	16 i	31
DR426F	10	48 h	16 i	31
AR826F	22	48 h	12 i	60
M3	4	5½h	9½	17
K1, K2	5½	3	4	15
K3	5½	3	5	15
K4	5½	5½	7	15¼
KS4	5½	5½	8	15¼
K5	5½	5½	7	15½
KS5	5½	5½	13	15½
K6	7¼	5½	10	20¾
KS6	7¼	5½	13	20¾
K7	7¼	11	10	20¾
KS7	7¼	11	16	20¾
K8, KS8	10	11 r	18	25½
K10	10	18	12	25½
KR10	10	18	17	25½
KR11	10	18	18	25¾
K5COE	5½	5½	7	22¾
KS5COE	5½	5½	13	22¾
K6T	7¼	5½	10	20¾
KS6T	7¼	5½	18	20¾
K6F	7¼	5½	7 i	20¾
K7COE	7¼	11	10	22½
KS7COE	7¼	11	16	22½
K8T, KS8T	10	11	18	25½
KR8T	10	11	20	25½
K8F	10	11	10 i	25½
K8COE, KS8COE	10	11	18	25½
KR8COE	10	11	17	25½
KS10	10	18	22	25½
KS11, KS11T	10	18	22	25¾
KR11T	10	18	17	25¾
K11F	10	18	11 i	25¾
KR11COE	10	18	18	30½
KS11COE	10	18	22	30½
KR12F	10	26	18 i	27
KR8	10	11	17	25½
KENWORTH				
505	18	11	12	32
506, 507, 508	18	11	16	32
509	18	11	10 i	32
510, 511, 519, 520, 549, 550	20	18	16	54
512	20	18	10 i	54
513	6	12	9 i	24
514	18	m	9 i	32
515	18	m	10 i	32
516	18	18	12 i	32
521, 522, 548	20	18	26	54
523	20	18	12 i	54
524	20	18	20 i	54
525	9	24	16	36
526	9	24	20	36
527	9	24	10 i	36
528	9	24	12 i	36
536	6	12	8	24
537, 538	6	12	12	24
539	9	24	8	32
540, 541	9	24	12	32
542	9	24	17	32
543, 544, 553	8	16	12	32
545, 554, 555	8	16	16	32
546, 556	8	16	10 i	32
547	16	18	13	54
551	6	12	13	24
552	20	18	20	54
LA FRANCE REPUBLIC				
C3	8	6	8	22
D4	8	7	8	22
E4	8	8	9	22
F4, H6	8	16	12	32
K1	10	12	16	36
M4	10	12	26	36
EH5B, EH5D	8	12	9	40
EH6B, EH6D	8	12	12	40
FH5B, FH5D	8	16	12	....
HH7	8	16	12	....
KH2	10	24	12	....
MH5	10	24	16	....
MARMON-HERRINGTON				
A10-4, A20-4	6	8	16	22
A30-4, A40-4, A50-4	7	24	18	28
TH300-4, TH310-4	10	26	32	36
TH310A-4, TH310A-6	10	26	36	40
TH315-4, TH315-6	20	32	36	50
TH320-4, TH320-6	20	16	48	50
B10-4, C10-4, B20-4, C20-4, C20-6, B30-4, C30-4, C30-6	7	12	10	24
B40-4, B40-6, C40-4, C40-6, B50-4	10	16	10	36

CONTINUED ON PAGE 164



THIS IS FOR THE FUTURE

After the war, you're not going to be content with a steel tank that is merely a duplicate of pre-war tanks. You'll want a tank reflecting the huge strides that are being made *now* in advanced design and fabrication.

This *new* tank will be available from Brown Steel Tank Co. In fact, blueprints are ready even today, and our plant, with greatly expanded facilities, is ready to start production.

LOOK AHEAD NOW to what we plan to offer you tomorrow in up-to-the-minute steel tanks for all transport or storage purposes. ***Ask for special information.***

E-28-9

BROWN STEEL TANK CO.

NOT AFFILIATED—ONE OFFICE, ONE PLANT—MINNEAPOLIS, MINNESOTA

LUBRICANT & COOLING SYSTEM CAPACITIES

CONTINUED FROM PAGE 162

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY: Engine Quarts	Transmission Pints	Rear Axle Pints	Cooling System Capacity, Quarts
MARMON-HERR.—Cont.				
B80-4, C55-4, C55, DR4, C60-4, C60-6	12	24	12	36
B70-4, B70-6, C70-4	12	24	19	40
B80-4, B80-6, C80-4, C80-6	12	24	20	40
TH415-4, TH415-6, TH515-4, TH515-6, TH420-4, TH420-6, TH520-4, TH520-6	24	32	36	50
B5-4x4, B6-4x4, B5-6x4	5	5	14	25
B5-6x6, B6-6x6	5	5	5½	25
B6-6x4	6	5	5½	25
LD1, LD14	5	5	2½	25
C5A4, C5B4, CSA-4, CSB-4, C5-4, C6-4	5	5	5½	25
C5-6, C6-6 (1937)	5	5	5½	25
E5-4, E6-4, E5-COE-4 (1938)	5	5	5½	25
E5-6, E6-6 (1938)	5	5	5½	25
LD3-4, OOT2-4, OT2-4, LD4-4, LLD4-4, OT3-4, OOT3-4	5	5	2½	22
F5-4, FF5-4, F5-COE, FF5-COE-4, F6-4, FF6-4, H5-4, HH5-4, H6-4, HH6-4	5	5	5½	24
F5-6, FF5-6, F6-6, FF6-6, H5-6, HH5-6, H6-6, HH6-6	5	5	5½	24
J5-4, J6-4, JJ5-4, JJ6-4, JJ5-6, JJ6-6	5	5	5½	24
LD5-4, LLD5-4, OT4-4, OOT4-4	5	5	2½	24
LD6-4, LD6P-4, LLD6-4, LLD6P-4, OT5-4, OOT5-4 (1942-43)	5	5	2½	22
6LD6-4, 6LD6P-4, 6OT5-4 (1942-43)	5	5	2½	17
M5-4, MM5-4, M6-4, MM6-4, M5-6, MM5-6, M6-6, MM6-6, M5-COE-4, MM5-COE-4, M6-COE-4, MM6-COE-4, M5-COE-6, MM5-COE-6, M6-COE-6, MM6-COE-6 (1942-43)	5	5	5½	23
6M5-4, 6M6-4, 6M5-6, 6M6-6, 6M5-COE-4, 6M6-COE-4, 6M5-COE-6, 6M6-COE-6 (1942-43)	5	5	5½	17
DSD-100-4, DSD-200-4	6	10	10	24
DSD-200-6, DSD-300-4, DSD-300-6	6	12	10	24
DSD-400-4, DSD-400-6	7	16	15	36
DSD-500-4, DSD-500-6	7	17	10	32
DSD-550-4, DSD-550-DR4	10	24	10	38
DSD-600-4, DSD-600-6, DSD-700-4, DSD-700-6	10	24	19	38
DSD-800-4, DSD-800-6	10	24	20	38
DSD-900-4, DSD-900-6, DSD-1000-4, DSD-1000-6	14	22	24	69
OSHKOSH				
WLD	7	23½	10½	28
WLX	7	23½	10½	28
JCB	6	11	8½	22
JD	6	11	8½	22
FC-35	10	30½	12	40
FS, FB, FC, FB-35	10	30½	12	40
B3S	7	23½	10	28
B3D	7	23½	11	28
C3S	10	30½	10	40
C3D	10	30½	12	40
R3S	10	30½	19	40
FD	10	30½	25	40
W100	8	10 p	12	25
W200	8	10 p	15	25
W300, W304, W307	8	18 p	12	38
W400	11	21 p	14	44
W500	11	21 p	15	44
W600	11	21 p	15	46
W700	11	21 p	15	46
W703, W705	14	21 p	15	46
W800	14	21 p	18	48
W900	16	19 q	18	40
BG3, GD, GDC	16	19 n	21	62
W2300	8	18	15	36
REO				
4H5, 4J5, 4K5 (1936-37)	9	12	15	31
450 (1937)	4	2¼	2	12
475 (1937)	4	2¼	3½	12
650 (1937)	5	2½	2	14
675 (1937)	5	2½	3½	14
1A4, 1C4 (1937)	5	6	9	15½
1A4H, 1C4H, 1B4, 1D4 (1937)	6	6	9	19
1B4H, 1D4H, 2B4, 2D4 (1937)	6	6	9	19½
2H5, 2J5 (1937)	6	12	9	19½
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5 (1937)	6	12	15	25
450, 450L	4	2¼	2	12
475, 475L	4	2¼	3½	12
650, 650L	5	2¼	2	14
675, 675L	5	2¼	3½	14
1A4, 1C4	6	6	9	15½
1A4C, 1C4H, 1B4, 1D4	6	6	9	19
1B4H, 1D4H, 1BM7, 2BM7, 2B4, 2D4, 2L7M	8	6	9	19½
2J5, 2H5, 2L4H, 2L7MH	6	12	9	19½
1L5	6	6	9	15
3H5, 3J5, 3K5, 3HR5, 3JR5, 3KR5	6	12	15	25
4H5, 4J5, 4K5	9	(j)	15	...
3L8H	9	12	15	31
19, 20 (1941)	8	8	8	17
21 (1941)	8	8	12	17
22 (1941)	8	11	12	18
23 (1941)	8	12	15	19
4D19	5	8	8	17
6D19	6	8	8	17
D20	6	8	12	17
23-H (1942)	8	12	12	19
25 (1942)	8	20	16	18
27 (1942)	8	24	14	27
22 (1942)	8	11	12	19
21 (1942)	8	11	12	18

CONTINUED ON PAGE 166

LUBRICANT & COOLING SYSTEM CAPACITIES

CONTINUED FROM PAGE 164

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
STERLING				
FB50 Del. (1937-38)	8	6	8	22
FB60 Del. (1937-38)	8	7	8	22
FB70 Del. (1937)	8	8	14	22
FC90 (1937-38)	8	9	16	22
FBT130	8	11	14	23
FB-80 (1937)	8	24	15	32
FD90 (1937)	8	24	11	32
FD87 (1937)	10	12	15	36
FC135 (1937)	10	12	18	36
STERLING—Cont.				
HC140 (1937)	10	12	18	44
FD115 (1937)	10	12	18	36
FC100 (1937)	8	12	18	34
HC170	14	14	20	48
HCS210 (1937-38)	14	14	12	48
FB70 (1938)	8	8	11	22
FB80 (1938)	8	16	12	32
FD90 (1938)	8	16	11	32
FD97 (1938)	8	12	16	36

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
STERLING—Cont.				
FC135 (1938)	8	12	18	36
HC140 (1938)	8	12	18	44
FD115 (1938)	8	12	26	36
FC100 (1938)	8	12	18	36
HC200, HC185 (1938)	14	14	20	48
HC250 (1938)	14	(k)	20	48
FBT152 (1938)	8	16	12	32
FWS152 (1938)	8	16	20	32
FDS160 (1938)	8	12	24	36
MB75, MD75 (1939-42)	8	12	11	34
MS75 (1939-41)	8	12	20	34
MB85, MD85 (1939-42)	8	12	12	34
JB90, JD90	8	16	12	27
MB90, MD90, HBT128 (1939-41)	8	16	12	34
HD105 (1939-42)	8	16	18	34
HD110 (1939-42)	10	m	18	36
HD115 (1939-42)	10	m	26	36
JD135 (1939-42)	10	24	26	32
JD137 (1939-42)	10	24	16	32
HD145	10	24	16	36
HD165 (1939-42)	10	24	20	36
HD175R (1939-42)	14	22	20	40
HC105 (1939-42)	8	16	14 n	34
HC115 (1939-42)	10	m	14 n	36
JC137	10	24	14 n	32
HC147, HC165 (1939-42)	10	24	14 n	36
JC145	10	24	16 n	32
HC145, HC156 (1939-42)	10	24	16 n	36
HC175 (1939-42)	10	24	20 n	36
HC185 (1939-42)	14	22	20 n	40
HC200 (1939-42)	14	22	22 n	40
HC250	14	22	22 n	42
HWS128, HDS128 (1939-42)	8	16	10	34
JWS160, JDS160 (1939-42)	10	24	12 i	32
HWS235S, HDS235S (1939-42)	10	24	20 i	36
HCS225	10	24	10 n	....
HCS255, HCS285, HCS300, (1939-42)	14	22	10 n	....
STEWART				
40A, 60A (1938)	4	6	3	15
45A, 45AL, 45AS (1938)	6	6	2	18
47A, 50A (1938)	8	6	5	24
50AS (1938)	8	6	10	24
49A (1938)	9	6	8	26
51A (1938)	9	6	8	24½
61A (1938)	4	6	6	18
58A (1938)	8	20	6	26
59A (1938)	8	20	10	26
38-6 (1938)	8	20	10	28
31X (1938)	8	26	16	31
49A (1940-42)	9	12	20	26
58A (1940-42)	8	16	22	26
59A (1940-42)	8	16	24	26
38A (1940-42)	8	18	16	28
STUDEBAKER				
J5 (1937)	6	2½	3	13
J15, J15M, J15B (1937)	6	6	6	16
J20, J20M, J20B (1937)	6	6	10	21
J25, J25M, J25B (1937)	6	12	14	21
J30, J30M (1937)	7	18	12	23
K5 (1938-40), L5 (1939)	5½	2½	3	14
K10 (1938-40)	5½	3	4	18
K15, K15B, K15M (1938-40)	5½	6	8	16
K20, K20M, K20MB (1938-40)	6	6	10	21
K25, K25M, K25MB (1938-40)	8	12	14	21
K30, K30M (1938-40)	7	18	12	23
Coupe-express (1942)	5	2½	3	10½
Standard (1942)	5	6	6	10½
Heavy-duty (1942)	6	6	6	13
WALTER				
FN	8	18	10	34
FM, FKM (1940-42)	10	18	10	34
FCK, FC (1940-42)	10	25	14	34
FB, FBR (1940-42)	14	25	14	52
WHITE				
60, 60K, 601, 602	13	8	10	25
61, 611, 612	13	8	16	28
500	6	7	8	22
510, 512	6	7	8	18
618	14	22	8	20
620	22	8	8	32
620K	22	8	8	30
621	22	8	8	32
621K, 51AS, 63, 630, 630K, 631, 631K	22	8	10	30
640, 641 (1AB Engine)	28	12	10	30
640, 640K, 641 (5A Engine)	22	40	10	30
641K, 642, 643 (5A Engine)	22	40	12	30
642, 643 (1AB Engine)	28	12	12	30
642SW310	28	12	17	30
642SW320	22	40	17	30
643SW410	28	12	22	30
643SW420	22	40	22	30
65K	22	8	10	34
691	22	40	12	31
700, 700H	12	7	8	23

CONTINUED ON PAGE 176

How and why to memorize

Van der Horst

★

Think of a truck engine—

Focus your mind on the cylinder walls—

Think how they wear—

Van der Horst is the organization with the process that multiplies cylinder life. This not only extends engine life but also increases efficiency.

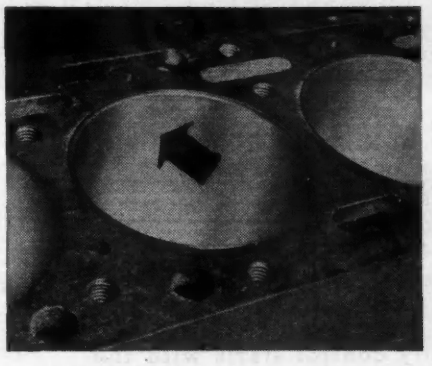
The process is PORUS-KROME.

It is the application of hard chromium, of controlled porosity and smoothness, to cylinder bores.

This is something new under the sun.

Yet not new. The process is well-proved here. It has also been in successful, regular use in Europe. Was brought to this country in 1939. Has now gained full recognition and acceptance here for critical war services.

You'll hear much more of PORUS-KROME.



PORUS-KROME is the precision application of hard chromium, having controlled porosity and smoothness, to internal combustion engine cylinder bores, and other bearing surfaces. The improved lubrication plus low friction adds greatly to both life and efficiency by decreasing wear and corrosion.

VAN DER HORST TRADE MARK

PORUS ★ KROME

Multiplies Engine Life

VAN DER HORST CORPORATION OF AMERICA · CLEVELAND, OHIO · OLEAN, N. Y.

ODT JOINT INFORMATION OFFICES

Location, address, management and service charges (in all available cases) of 69 offices approved by ODT as of Mar. 22, 1943. This listing will be kept up to date in future issues.

AMARILLO, TEXAS—200 North Fillmore St. Manager: Mrs. Lucille D. Gilley. Service charges: Clearance statement, 25c; assignment of traffic—one to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

ATLANTA, GA.—510 Chamber of Commerce Bldg. Manager: R. S. Reese. Service charges: Charge for clearance or assignment of traffic or vehicles is based on number of trucks operated, as follows: 1 to 10 trucks—$5 monthly; 10 to 20 trucks—$7.50 monthly; 20 to 30 trucks—$12.50 monthly; 30 to 50 trucks—$15 monthly. Non-contributing or non-sustaining common carriers to pay for traffic diverted to them by or through the J. I. O. at 10c per 100 lbs.

BALTIMORE, MD.—Room 507, 22 Light St. Manager: Walter Kneip. Service charges: $1.

BENTON HARBOR, MICH.—169 Michigan St. Manager: Robert C. Stahl. Service charges: Clearance statement, 50c; Assignment of traffic, partial or full load—up to 199 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

BINGHAMTON, N. Y.—19 Chenango St. Manager: Carl W. Clark. Service Charges: Clearance statement, $1; Obtaining a load, $2.

BIRMINGHAM, ALA.—Comer Bldg. Manager: Sid B. Jones. Service charges: Clearance statement, $1. $2 to carrier utilizing or furnishing equipment 1 to 100 miles; $4 for 101 to 300 miles; $6 over 300 miles.

BUFFALO, N. Y. — 51 Earl Place. Manager: Mrs. Marcella Mahan. Service charges: $1 each

CANTON, OHIO—433 Tuscarawas St. W. Manager: Jennie Pollock. Service charges: Clearance statement, $1; Assignment of traffic, $2.

CHARLOTTE, N. C.—1723 N. Tryon St. Manager: W. D. Wilkinson. Service charges: Clearance statement, $1; Assignment of traffic, 5c per 100 lbs.; Minimum, $1.

CHICAGO, ILL.—10 North Clark St. Earl Girard, chairman, Board of Governors. Service charges: Clearance statement, 25c. Assignment of traffic—1 to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

CINCINNATI, OHIO—3129 Spring Grove Ave. Manager: C. T. O'Donnell. Service charges: Clearance statement, 50c. Assignment of traffic—full truck, $1; less than full truck, 75c.

CLEVELAND, OHIO—1814 Standard Bldg. Manager: Edwin C. Reminger. Service charges: Clearance statement, $1; Assignment of traffic, $2.

COLUMBIA, S. C.—1316 Washington St. Manager: J. T. Outlaw. Service charges: No charge for clearance statement; assignment of equipment or traffic (partial or full load)—5c per 100 lbs. up to 4000 lbs.; 3c per 100 lbs. above 5000 lbs.; minimum charge, 50c; maximum, $5.

COLUMBUS, OHIO—3660 A.I.U. Bldg. Manager: Harvey G. Wagner. Service charges: Clearance statement, 25c; lease of vehicle, $1; traffic assignment, $1.

DALLAS, TEXAS—301 North Market St. Manager: Edwin R. Joyce. Service charges: Clearance statement, 25c; Assignment of traffic—one to 100 miles, $1; 101 to 200 miles, $2; over 200 miles, $3.

DENVER, COLO.—410 Denham Bldg. Manager: William A. Bosma. Service charges: Clearance statement, 10c; Assognment of traffic, 25c per ton with minimum charge of $1.

DES MOINES, IOWA—400 S.W. Ninth St. Manager: John I. Petty. Service charges: Clearance statement, 25c; assignment of traffic, $1.

DETROIT, MICH.—1627 W. Fort St. Manager: Carl S. Holecheck. Service charges: Clearance statement, 50c; Assignment of traffic, $1.

EVANSVILLE, IND.—410 Third & Main Bldg. Manager: Leslie Lacroix. Service charges: Clearance statement, 50c; Assignment of traffic, $2.50.

FARGO, N. D.—406 First Natl Bank Bldg. Manager: W. H. Clemens. Service charges: Clearance statement, 25c; Assignment of traffic—up to 100 miles, $1; 101 to 200 miles, $2; over 200 miles, $3. In lieu of above charges, a carrier may elect to pay on a monthly basis of $2 a month.

FLINT, MICH.—509 Harrison St. Manager: Miss Ann Marvosh. Service charges: Clearance statement, 50c; Assignment of traffic, $1.

FORT WAYNE, IND.—826 Ewing St. Manager: Scott E. Weller. Service charges: Clearance statement, $1; assignment of traffic (partial or full load), $1; lease of equipment, $1.

FORT WORTH, TEXAS—701 Pecan St. Manager: Service charges: Clearance statement 25c; Assignment of traffic—up to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

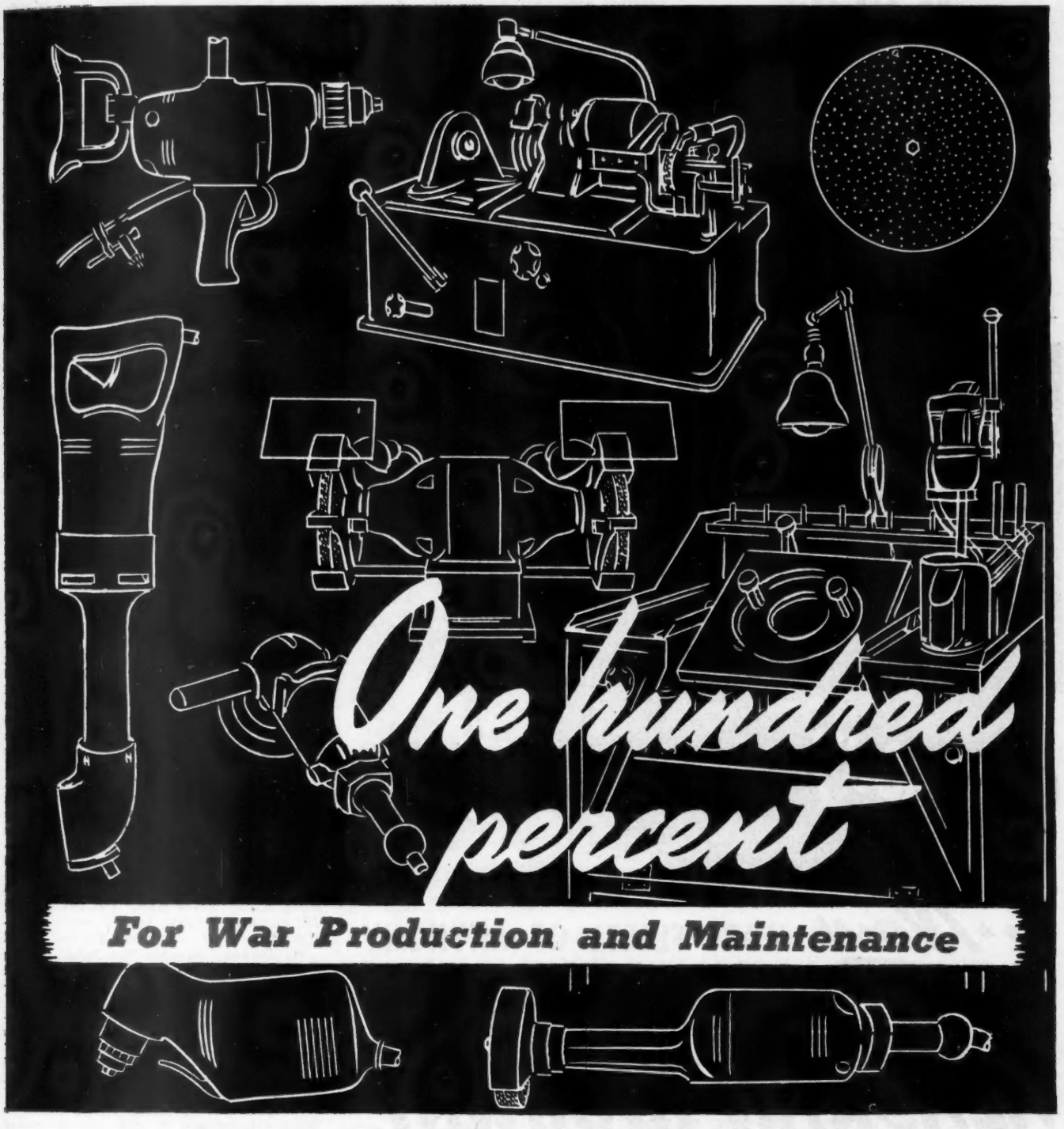
FRESNO, CALIF.—1837 Merced St. Manager: Harry R. Gayford. Service charges: Clearance statement, 25c; Assignment of traffic, partial or full load. $1.

GRAND RAPIDS, MICH—Norris Bldg—Suite 6. Manager: Howard H. Harlow. Service charges: Clearance statement—from one to 10, $1.50 each; 11 to 50, $1 each; 51 and over, 50c each. Assignment of equipment or traffic, $1.50.

GREELEY, COLO.—1st Ave. & 18 St., Reed's Corner at Produce Bldg. Manager: Miss Sera Anderson. Service charges: Clearance statement, 10c; Assignment of traffic—25c per ton with minimum charge of $1.

HAGERSTOWN, MD.—113 W. Washington St. Manager: Miss Betty M. Winn. Service charges: Clearance statement, 25c. For carrier having freight to transport or for carrier transporting freight, $1 ($2 per contract).

(TURN TO PAGE 170, PLEASE)



SIOUX TOOLS are doing their "bit" where performance counts most, viz.: the production front where the steadily increasing volume of war equipment is streaming from plants and the maintenance front where Aeroplanes, Tanks, Trucks, Torpedo Boats, Jeeps, etc., are serviced.

SIOUX TOOLS have "What it takes for long punishing service" and a little care will make yours last longer.

SIOUX TOOLS

STANDARD THE WORLD OVER

ALBERTSON & CO., INC. SIOUX CITY, IOWA, U. S. A.

JIO OFFICES

(CONTINUED FROM PAGE 168)

HOUSTON, TEXAS—1006 Washington Ave. Manager: B. Frank Johnson. Service charges: Clearance statement, 25c; Traffic assignment up to 100 miles, $1; 101 to 300 miles, $2; over 300 miles $3.

INDIANAPOLIS, IND.—611 K. of P. Bldg. Manager: Mrs. Catherine L. Goldsboro. Service charges: The minimum assistance or service charge is $5. In addition, there is a charge for each clearance statement over and above four per month—25c. Assignment of traffic—1 to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

KANSAS CITY, MO.—1200 Genessee. Manager: Paul M. Landsberg. Service charges: Clearance statement, 25c. Assignment of traffic,* 25c. *Option: Annual basis, $18.00 per year.

LANSING, MICH.—315 Hollister Bldg. Manager: H. C. Kuhnert. Service charges: For each service rendered—50c.

LOS ANGELES, CALIF.—122 E. 7th St. Manager: George G. Grant. Service charges: Clearance statement, 25c; Assignment of traffic, $1.

LOUISVILLE, KY.—701 Republic Bldg., 5th & Walnut Sts. Manager: Lew Ullrich. Service charges: Clearance statement, 25c. Assignment of traffic*—1 to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3. Assignment of empty equipment*—1 to 150 miles, $1; over 150 miles, $2. (*AAA mileage shall govern.)

LUBBOCK, TEXAS—1801 Texas Ave. Manager: W. D. Benson, Jr. Service charges: Clearance statement, 25c; Assignment of traffic (partial or full load)—up to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

MANSFIELD, OHIO—3 N. Main St. Manager: James L. Eberly. Service charges: Clearance statement, 50c; Assignment of traffic, $2.

MASON CITY, IOWA—317 Ninth Street, S. E. Manager: F. G. Cookman. Service charges: Cearance statement, 25c; Full or partial load, 75c.

MEMPHIS, TENN.—870 Linden Ave. Manager: Charles C. Thomas. Service charges: Each clearance statement issued in excess of four per calendar month—50c each. Assignment of equipment or traffic—100 miles or less, $1; 101 to 300 miles, $2; over 300 miles, $3.

MILWAUKEE, WIS.—1139 W. Canal St. Manager: Earle D. Healy. Service charges: 25c for each service rendered; $5 for each Service Coupon Book (20 coupons).

MOLINE, ILL.—301 Ninth St. Manager: Thomas H. Smith. Service charges: Clearance statement, 25c. A carrier furnishing equipment for the movement of traffic from one to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3 (AAA mileage shall govern). In lieu of the above charges, carriers may elect to pay a flat rate per month (payable in advance) which is $5 for common carriers, $3 for contract carriers and $2 for private carriers.

MUSKOGEE, OKLA.—207 Municipal Bldg. Manager: Ted Schwachhofer. Service charges: Clearance statement, 50c. Office will receive 5% of total transportation charges assessed.

NASHVILLE, TENN.—619 4th Ave. S. Manager: Mrs. Loretta B. Hickey. Service charges: Clearance statement, 25c; Assignment of traffic, 5c per 100 lbs. with a minimum of $1 and a maximum of $7.50 to be paid by carrier receiving freight. Two dollars to be paid by the lessor of a motor truck.

NEW ORLEANS, LA.—1461 Magazine St. Manager: Robert Matthews. Service charges: Clearance statement, 25c; Assignment of traffic or vehicle—1 to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3. (AAA mileage to govern.)

NEW YORK, N. Y.—90 West St. Manager: Harold Connor. Service charges: For each service rendered, $1.

OKLAHOMA CITY, OKLA.—Public Market Bldg., 311 S. Klein St. Manager: Fred M. Cline. Service charges: Clearance statement, 25c; 50c by receiving carrier for less than truck-load traffic; $1 for all truck loads obtained up to 100 to 101 miles; $2 for all truck loads obtained up to 101 to 300 miles; $3 for all truck loads obtained over 300 miles. A deposit of from $5 to $10 will be requested from each participating carrier which will be credited to its account as it uses the services of the office.

OMAHA, NEB.—2615 N Street. Manager: H. F. Lindberg. Service charges: Clearance statement, 25c; maximum charge of $2 per month per operator.

ORANGE, CAL.—302 W. Maple St. Manager: J. D. Spennetta. Service charges: Clearance statement, 25c; where tonnage is obtained the charge will be 5% of the gross revenue, minimum, $1.

PHOENIX, ARIZ.—45 W. Lewis Ave. Manager: Robert F. Goff. Service charges: Clearance statement, 25c; assignment of freight, based on length of trip—1 to 100 miles, $1; 101 to 300, $2; over 300, $3.

PITTSBURGH, PA.—Fort Pitt Hotel. Manager: Robert E. Cox. Service charges: Clearance statement, 35c; Assignment of traffic (full or partial load)—up to 300 miles, $1; over 300 miles, $2.

PORT HURON, MICH.—1231 Twelfth Ave. Manager: Ralph Miller. Service charges: Flat charge of $1 each for each service. Where credit is established, the following is in effect: From 1 to 3 services, $1 each; Four services, 75c each; All services over four, 60c each.

PROVIDENCE, R. I.—Room 503, 85 Westminster St. Manager: Francis E. Nute. Service charges: Clearance statement—empty vehicle 25c; Traffic assignment, $1.

PUEBLO, COLO.—211 W. 5th Street. Manager: Esther M. Santmyer. Service charges: Clearance statement, 10c; Assignment of traffic, 25c per ton with a minimum charge of $1.

ROCHESTER, N. Y.—15 Circle St.

ROCKFORD, ILL.—121 Loomis St. Manager: Theodore H. Nelles. Service charges: Clearance statement, 25c; Assignment of traffic or vehicle—1 to 100 miles, $1; 101 to 300, $2; over 300, $3.

ST. LOUIS, MO.—Room 228, Claridge Hotel. Manager: Bernard Feuerstein. Service charges: Clearance statement, 25c; Each registration of traffic to any one destination, 25c; Minimum initial deposit, $2.50.

ST. PAUL, MINN.—1957 University Ave. Manager: Lou Hoskins. Service charges: 10c registration fee for each vehicle. No additional charge for clearance statement. When a carrier receives a load of freight through the Joint Information Office, the charge will be 5% of the revenue accruing to such carrier, with a minimum fee of 25c. This latter fee will be in addition to the 10c registration fee.

(TURN TO PAGE 172, PLEASE)

BUILT to SERVE

...and engineered *specifically* for commercial vehicles. Willard Commercial Batteries are aiding thousands of essential trucks, buses and tractors in their vital wartime job. These high quality Willards are equipped with thick, heavy plates, rugged containers, dual insulation, and exclusive "Safety-Fill" construction. They are built to serve—today and tomorrow too!

SAFETY-FILL

Willard

COMMERCIAL BATTERIES

...have the power to carry on!

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO

JIO OFFICES

(CONTINUED FROM PAGE 170)

SACRAMENTO, CALIF.—4850 Stockton Blvd. Manager: T. M. Fitzgerald. Service charges: Clearance statement, 25c Assignment of traffic, partial or full load, $1.

SAN ANTONIO, TEXAS—603 N. St. Mary's St. Manager: D. R. Thomas. Service charges: Clearance statement, 50c; Assignment of traffic—1 to 100 miles, $1; 101 to 300, $2; over 300, $3.

SAN DIEGO, CALIF.—863 Seventh Ave. Manager: Mrs. Lucille H. Cunniffe. Service charges: Clearance statement, 25c; Loading of freight, $1.

SAN FRANCISCO, CALIF.—57 Post St. Manager: Frank K. Clifford. Service charges: Clearance statement, 25c; $1 for load or partial load.

SIOUX CITY, IOWA—119 Livestock Exchange Bldg. Manager: John Shannahan. Service charges: Clearance statement, 5c; 10c for each partial or full load.

SOUTH BEND, IND.—802 S. Lafayette St. Manager: James E. Gilroy. Service charges: Assignment of traffic or vehicle—1 to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3. Clearance statement, 25c. (AAA mileage to govern.)

SPOKANE, WASH.—512 Columbia Bldg. Manager: R. P. Corolus. Service charges: Clearance statement, 25c; Assignment of traffic—up to 100 miles, $1; 100 to 200 miles, $2; over 200 miles, $3.

SPRINGFIELD, OHIO—Chamber of Commerce Bldg. Manager: Guy L. Cory. Service charges: Clearance statement, 50c; Assignment of vehicle or traffic, $1.

STOCKTON, CALIF.—1327 S. Wilson Way. Manager: Oren A. Howard. Service charges: Clearance statement, 25c; Assignment of traffic, partial or full load, $1.

SYRACUSE, N. Y.—351 South Warren St. Manager: Joseph C. Fields. Service charges: Clearance statement, 50c; Partial load, $1 per vehicle; Full load, $2 per vehicle.

WAUSAU, WIS.—105 Prospect St. Manager: Franklin H. Seefeldt. Service charges, 25c each.

WHEELING, W VA.—34 14th St. Manager: Richard E. Fuqua. Service charges: Clearance statement, 25c; Assignment of traffic—1 to 100 miles, $1; 101 to 300 miles, $2; over 300 miles, $3.

YORK, PA.—1339 E. Philadelphia St. Manager: George W. Forrest. Service charges: Clearance statement, 35c; reporting one or more loads to be moved, 25c; receiving load, $1; receiving from half to full load, 50c.

YOUNGSTOWN, OHIO—220 Hubbard Road. Manager: Merle H. Fullerton. Service charges: Clearance statement, 50c; Lessee of vehicle pays $1 for use of vehicle up to 100 miles; $2 for 101 to 300 miles; and $3 over 300 miles.

QUIZ ANSWERS

(Questions on Page 136)

1. a. The SAE classification number should be higher as the weather gets warmer. SAE numbers designate the viscosity or fluidity of an oil, and it is possible to use a heavier or less fluid oil in warm weather than in cold weather.

2. a. Pennsylvania oil normally appears dark green and rather opaque. At one time the color was a good indication of the origin and quality of an oil, but today's advanced technical knowledge makes it quite easy for a refiner to alter the color of any oil.

3. b. It is usually advisable to introduce a lubricant into a bearing at the low pressure area of the bearing. If it were introduced at the high pressure point, the pressure would force it back out of the bearing.

4. c. It is important to keep the crankcase ventilated to keep the gaseous vapors from condensing and forming water. This water mixes with dust, dirt and impurities to form "sludge." Modern engines are designed to dispel these gases before they have a chance to condense and do harm.

5. c. Seven NLGI (National Lubricating Grease Institute) grades, from No. 0 to No. 6, standardize greases according to their worked penetration specifications.

6. b. The milk delivery truck, because its operation consists of very short runs, so it is seldom that the motor really gets heated up.

7. b. Gears. Extreme pressure or E.P. lubricants are special gear lubricants that counteract the severe pressures, speed, heat, and sliding action of the gear teeth.

8. a. 1912. Previous to that time, oils were graded as "light," "medium," "medium heavy," "heavy," and "extra heavy." There was considerable confusion, because one refiner's "medium" oil might have the same viscosity as another's "heavy" oil.

9. a. It designates an oil that is suitable for winter use, having met viscosity limiting specifications at 0° F.

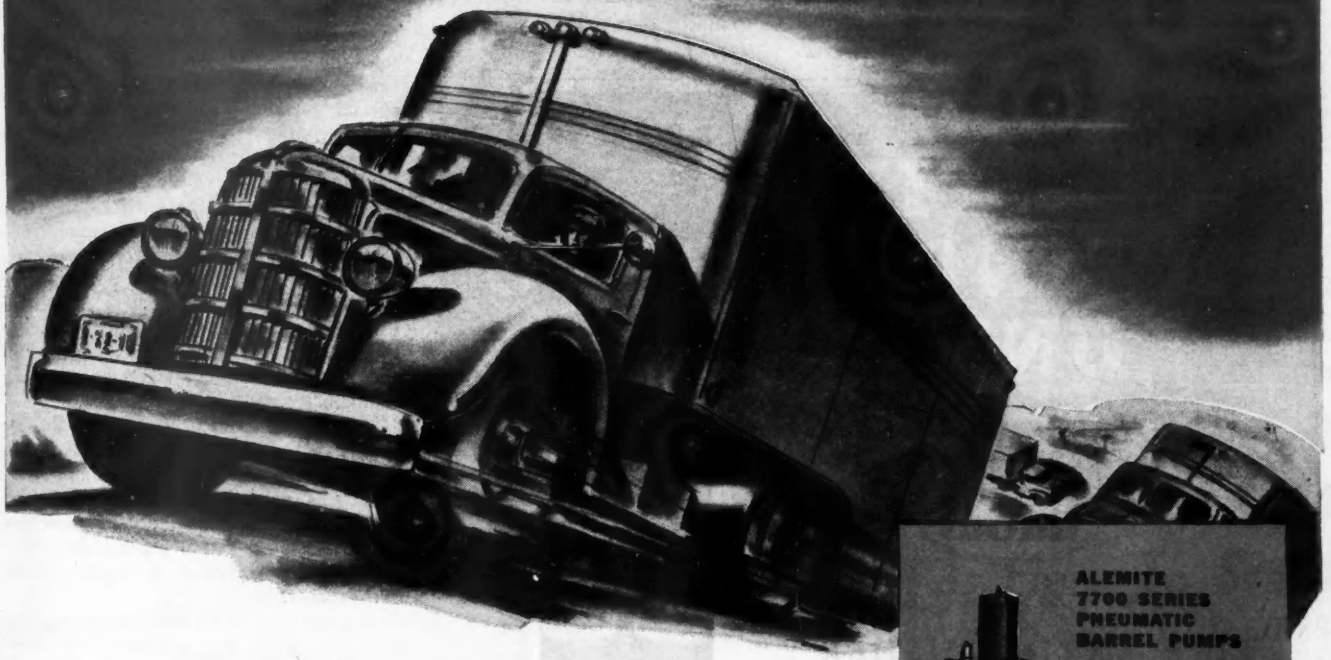
10. It must *lubricate*—to make surfaces slippery. It must *cool*—to carry away excess heat. It must *seal*—to hold in combustion gases. It must *cleanse*—to keep the various parts clean.

Raymond G. Ellis Dies

Raymond G. Ellis of the Advertising Department, The Electric Storage Battery Company, Philadelphia, died Feb. 14. He had been convalescing from an operation, when seized with an unexpected heart attack.

Truck Parts Are Hard to Replace . . . Lost Hours Can Never Be Recaptured!

. . . Proper Care "Keeps 'Em Rolling!"

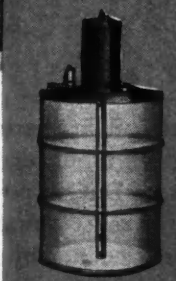


Alemite Power Lubrication Speeds Greasing—Prevents Breakdowns . . . *Steps Up War Transportation!*

THIS IS NO TIME to skimp on truck care. A dollar "saved" by "short-changing" your truck on frequency of service—or on *quality* of service—may cost a hard-to-get part. What's more, it may tie up a vital load for hours—throw a factory's war production schedule out of kilter—may actually cost the lives of American boys "on the other side."

Leading fleet owners everywhere are cutting priceless minutes from each truck lubrication with the aid of fast, accurate, positive Alemite Power Lubrication. Trucks getting this kind of regular service "keep rolling" longer! They are less likely to call on our country's diminishing stock of precious repair parts.

There is an Alemite Power Gun of the correct size to service your fleet—large or small—efficiently and economically—to guard bearings and speed your war transportation contracts. For complete facts, write, wire, or phone us direct.



ALEMITE 7700 SERIES PNEUMATIC BARREL PUMPS

. . . comprise a complete range of heavy-duty pumps available for high or low pressures. Handle heavy greases direct from original drums; ample capacity to serve several outlets.

ALEMITE MODEL 6190 25-LB. ELECTRIC POWER GUN

Delivers 12 ounces of semi-solid lubricant per minute under high pressure. Nitralloy high pressure piston and cylinder. Heavy duty universal motor; easily portable; complete with hose and valve.

ALEMITE MODEL 6528 40-LB. AIR-OPERATED GUN

Operates on 100 to 150 lbs. air; handles heavy fibrous grease at 33 times air pressure used; exclusive helix arm and worm assures positive prime —no air pockets.

Ask Anyone in Industry!

ALEMITE

REG. U. S. PAT. OFF.

Industrial **LUBRICATION**

1876 Diversey Parkway, Chicago, Ill. • Belleville, Ontario

Another Product of STEWART WARNER

TRUCKS AND TIRES WEAR FASTER AT 35 M.P.H.

Tests Show Brakes Applied 107% More Often at 35 Than at 45 M.P.H.; Gear Changes Up 47%; Trips Take 19% Longer; Gas Consumption Up 3.8%

Trucks and truck tires wear out more quickly when driven at a maximum speed of 35 mph. than at a normal 45 mph. limit it was disclosed as a result of tests recently conducted with the approval of the War Department by Associated Transport, Inc., which operates 3,500 vehicles from New England to the Gulf of Mexico. The tests were made to determine the effect of the 35 mph. speed limit on engine and tire wear, gasoline consumption and time required to complete runs. They were devised and conducted by Harold C. Davis and James N. Johnson, respectively directors of operations for the Northern and Southern Divisions of Associated Transport, Inc., and Jas. A. Barnwell, director of maintenance.

The tests showed that brakes are applied 107 per cent more often at the lower speed with consequent increase in tire and brake lining wear. Gears are changed 47 per cent more frequently at 35 mph., resulting in greater engine and tire wear as well as gasoline consumption. It took 19 per cent longer to make the test runs at 35 mph. than at 45 mph. maximum.

These results were instrumental in the promulgation of regulations which went into effect Mar. 1 permitting trucks to exceed the 35 mph. speed limit when flying special pennants showing that they are carrying vital war freight.

Commenting on the findings of tests, Mr. Barnwell pointed out that "a 35 mph. speed limit wears truck tires out faster when going both downhill and uphill. Downhill, the lower speed limit requires more braking. Uphill more pulling power must be exerted because less momentum has been developed with which to climb the hill. And traction wears out tires whether it is braking traction or pulling traction."

Mr. Barnwell called attention to the fact that at 35 mph. maximum speed gears were changed 47 per cent more often and lowest gear (many trucks have four gears forward) was used 60 per cent more frequently than at 45 miles per hour, with a corresponding increase in engine as well as tire wear.

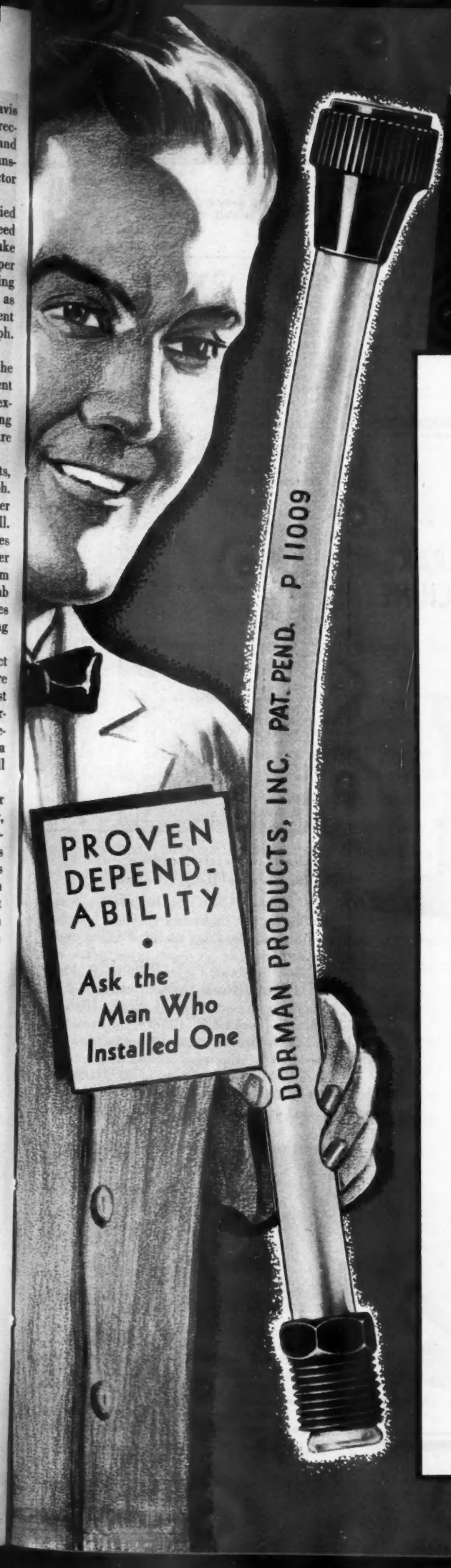
According to Mr. Barnwell the greater use of low gear, as in the case of tire wear, was due to the inability at 35 mph. to develop sufficient momentum on downgrades and level runs. As a result, he said, hills which might otherwise be negotiated in high must be climbed in low or even lowest gear. And engine wear is far greater when operating in low than when operating in high gear, he pointed out.

The tests showed a 3.8 per cent increase in gasoline consumption at 35 mph. maximum, due primarily to the increased use of low gear. But because heavier loads were carried on the 45 mph. runs the additional fuel consumption per ton-mile increased 5 per cent.

Mr. Davis, director of operations of the Northern Division, discussing the increase of 19 per cent in the time required to complete the trips at the lower maximum speed, pointed out that it reduced to that extent the amount of freight that a truck could handle. "It is like taking one out of every five trucks out of service." He said that over 75 per cent of Associated Transport's traffic consisted of war freight and that the same was true of many other carriers.

Mr. Johnson, in charge of Operations for the Southern Division, applied the same analogy to the manpower situation. "It is just as though a man took six days to do a job that normally requires only five," he said. With the manpower situation reaching a critical state the additional time required by drivers to complete their runs

(Turn to Page 176, Please)



for the DURATION and AFTER

DORMAN PLASTIC FUEL LINES

FOR ALL POPULAR TRUCKS AND CARS

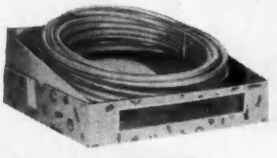
The Line That Is Here To Stay!

● DORMAN PLASTIC FUEL LINES, after a year of proven service, have placed a permanent improvement in fuel-line replacements at the fingertips of every progressive automotive service and maintenance man.

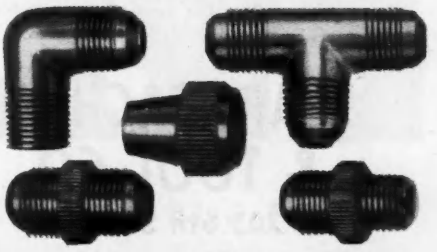
● DORMAN PLASTIC FUEL LINES were originally created, of course, to make more Copper, Brass, Rubber available for the tools of Victory... tanks, guns, ships, planes! But that stage already is past: Today, DORMAN PLASTIC FUEL LINES are considered the immediate necessity in fuel-line replacement.

● Your DORMAN JOBBER is prepared to make immediate delivery.

PURCHASE DORMAN PLASTIC TUBING AND FITTINGS WHERE COPPER AND BRASS WERE FORMERLY USED



Dorman Plastic Tubing is boxed in 25-ft. coils



DORMAN PRODUCTS INC.

CINCINNATI, OHIO

TRUCKS & TIRES WEAR FASTER AT 35 MPH

(CONTINUED FROM PAGE 174)

at the lower speed limit represents an important loss, he indicated. "Furthermore, the driver naturally feels entitled to extra pay for the additional time it takes him to complete his run, yet neither the trucking companies nor the shippers are in a position to bear the cost," he added.

Six different makes and eight different models of tractors were used to pull the trailers on ten test routes. The trailers carried loads varying from 14,310 pounds to 32,366 pounds. Since the tests were conducted in the course of the company's regular operations, loads could not be exactly balanced. The 45 mph. runs were handicapped to the extent of 655 ton-miles more than were carried at 35 mph.

Two round trips were made on each route, using the same equipment for both trips. One roud trip was made at each speed limit. Tire pressures and carburetor settings were exactly the same at each speed. The same drivers were used for each speed. Separate sets of figures were kept for the outbound and the return trips, a total of 40 one-way trips, 20 at each speed.

LUBRICANT & COOLING CAPACITIES

(Continued from page 166)

TRUCK MAKE AND MODEL	LUBRICANT CAPACITY			Cooling System Capacity, Quarts
	Engine Quarts	Transmission Pints	Rear Axle Pints	
WHITE—Cont.				
700K	12	7	18	23
701, 702	6	4	12	17
703, 704	12	5½	11	23
704K	12	12	11	23
705	12	5½	10	23
707	6	4	14	17
708	12½	12	11	23
709 (11A Engine)	12	5½	11	23
709 (13A Engine)	12	12	11	25
710 (30A Engine)	12½	12	11	23
710 (13A & 16A Engine)	12	12	11	25
712 (9A Engine)	9½	22	14	25
712 (16A Engine)	12	12	11	25
718 (16A Engine)	12	12	12	25
718 (30A Engine)	12½	12	20	23
720, 720T (14A Engine)	18	26	16	32
720, 720T (15A or 18A Engine)	18	26	22	32
722 (15A Engine)	18	26	16	32
722 (25A Engine)	18	26	22	32
750	12½	20	22	24
750T	12½	20	10	24
800, 802	6	8	8	18
804	6	8	8	22
805	12	8	10	23
809, 810, 812	12	12	11	25
818 (16A Engine)	12	12	12	25
818 (30A Engine)	12½	12	20	25
820, 822	16	24	22	32
850	12½	20	22	25
904	12	5½	8	23
918	12	12	10	25
920	18	26	12	32
922	18	26	20	32
942	22	40	20	32
950	12½	20	10	23
991	22	40	20	31
White Horse (32A Engine)	3½	3	6	....
White Horse (35A Engine)	5	3	6	....
WA14, WA114	12	8½	18	27
WA18, WA118	12	5½	18	27
WA20, WA120, WA16	12	13	22	31
WA22, WA122	12	20	11	31
WA26, WA126, WA34, WA134	12	20	22	31
WA2064	12	13	8	31
WA2264	12	20	12	31
WILLYS				
38, 48, 4-40, 4-40P	4	1	3	11
441, 441P, 442, 442P	4	1	4	12

Highway Officials Propose Billion-a-Year Road Program

A proposed post-war highway program calling for the expenditure of not less than a billion dollars a year of Federal funds for a period of at least three years was outlined to Major General Philip B. Fleming, Federal Works Administrator, by the American Association of State Highway Officials. Brady P. Gentry, chairman of the Texas State Highway Commission and president of the association, told General Fleming that expenditure of $1,000,000,000 yearly in highway construction would give work for a year to approximately 750,000.

Highlight of the ceremony at which the Trailer Company of America, Cincinnati, Ohio, was awarded the Army-Navy "E" for production efficiency. Shown above are, Col. G. E. Strong, David R. Calhoun, Jr., Trailmobile president; veteran employee Bill White, 79; J. J. Black, Trailmobile vice president, and employee representatives, Miss Janet Boerger and Leu Orleck

MARKS THE SPOT

WHERE THIS TIRE

"Breathes"

• Heat-Vents in this amazing Seiberling Truck and Bus Tire not only expel the dangerous internal heat which causes so many tires to die young — they "breathe in" cooling air with each revolution. That's why thousands of these tires can stand up longer under the terrific punishment of military service. And that's why they are saving precious rubber for Uncle Sam by giving *more* mileage on essential truck and bus operations from coast-to-coast.

Be sure to take your next ration certificate to your nearby Seiberling Dealer. However, if he is unable to sell you these cooler-running, longer-wearing truck and bus tires, please understand . . . your armed forces' war needs must be filled *first.* Meanwhile, guard your present tires well —make them give every possible mile of service for your country!

Play Safe! **TRUST YOUR TIRES ONLY TO THE CARE OF A RECOGNIZED EXPERT**

Your Seiberling Independent Dealer's principal business is tires. And you'll find he *knows* his business! Whatever make of tires now on your trucks, this *expert* can help you add thousands of miles to their useful life. See your Seiberling man *soon* for details of this rubber-saving preventive maintenance program!

SEIBERLING

Join the U.S. TRUCK CONSERVATION CORPS

Heat-Vented **TRUCK AND BUS TIRES**

Also manufacturers of Pontons • Reconnaisance Boats • Parts for Gas Masks • Bullet-Seal Tubes and Military Tires for our Armed Forces

SEIBERLING ON RUBBER IS LIKE STERLING ON SILVER

NEW PRODUCTS

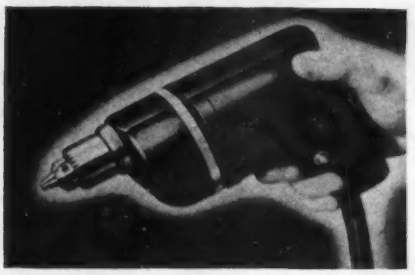
(CONTINUED FROM PAGE 61)

The Micro-Linor Toe-In Measuring Gage is designed to fit any vehicle—even airplanes. It is only 12 in. long, small enough to fit into a mechanic's tool kit; a wood case with a slide cover is provided for this purpose.

Use free postcard for more details

P99. Portable Electric Drill

A maroon plastic housing is the feature of the new Thor ¼-in. portable electric drill just announced by Independent Pneumatic Tool Co., Chicago, Ill. Aside from



the improved appearance, it is claimed that the new housing provides greater strength, protection from shock and more power per pound of weight.

The manufacturer states that the plastic housing does not support any of the operating parts of the new drill, but serves simply as a protective shell. The bearings, gears, stator, centerplate and other internal power unit parts are supported within a sturdy, inner metal skeleton frame which insures close tolerance in the alignment of these parts.

The new drill is available in three speeds—2500, 3750 and 5000 r.p.m. Weight is 3 lb., 3 oz.; length 8 3/16 in.; heavy duty drilling capacity, ¼-in.

Use free postcard for more details

P100. Spray Syphon Cover

Here is an item that should be of great interest to fleet operators having spray painting equipment and who find it troublesome and wasteful to transfer unused paint back to the original container, then flushing the spray cup to prevent streaky improper colors on the next job.

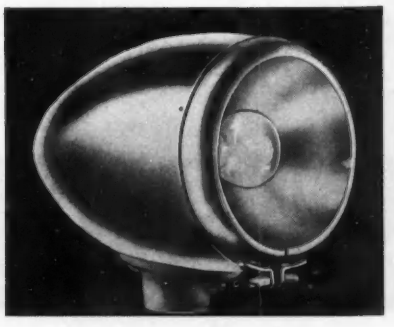
The Master Manufacturing Co., Chicago, Ill., has developed a syphon cover for friction top cans that can be used with the original quart size paint cans. This item is known as the "C3 Econ-O-Can Cover" and is designed to fit practically every type of spray gun.

With this accessory, painters in fleet shops are able to keep the various colors used in their original containers, thereby eliminating much waste in the transferring processes. In addition, this device makes it unnecessary to replace existing, damaged paint containers.

Use free postcard for more details

P101. Signal Light

A new type of warning and passing signal light for night driving, called "Wav-A-Way," has been developed by The Buell



Manufacturing Co., Chicago, Ill. This light produces a powerful beam that swings from side to side, commanding considerable attention on the highway.

Only the reflector and light bulb move, the housing remains fixed. Thus, all parts

(TURN TO PAGE 180, PLEASE)

SENTRIES *On Motorized Life Lines*

TANK OIL FILTER PANEL—built by AC since Pearl Harbor.

AUTOMOTIVE OIL FILTER—built by AC since 1926.

THERE is nothing heroic about that battery of oil filters clamped against the engines of General Sherman tanks. But, without them, those engines would shortly be wrecked.

To prevent this, the Army equips with Oil Filters built to exacting Army standards; tested for durability and efficiency at home—and now, in battle; these filters stand constant guard against dirt in lubricating and fuel oil,—life's blood of the power plants.

Except for size and certain details, these Army AC Oil Filters are identical with those which have kept engine and fuel oil clean, for years, for millions of American motorists. Both are scientifically engineered. Both are precision built.

Army mechanics and tank crews know that those filters *must* be kept functioning. So, the elements are changed in strict accordance with Army procedure.

That's why *your* engines, too, need oil filter protection, and why the element should be replaced regularly.

Conservation is the order of today. And it is easy to get through the service which America's mechanics are now rendering. This is being augmented by contacts from AC, carrying to all service organizations the latest and most practical methods of diagnosis and repair for AC products. Details of this Service are given in the panel below. For your own sake, and to conserve America's precious gasoline, oil, and tires, we urge you to *use* that service.

When replacement is needed, select AC—and be sure of complete satisfaction.

Awarded to AC on September 2, 1942, for outstanding achievement in producing for Victory.

AC SPARK PLUG DIVISION
GENERAL MOTORS CORPORATION

AC SPARK PLUGS

OIL FILTERS—Slow driving accelerates the formation of soot and carbon in engine oil. If not constantly filtered from the oil, this dirt will clog piston rings, which causes increased consumption of oil and gas. So, replace your oil filter element whenever your dealer's AC Oil Test Pad shows that your oil is dirty.

SPARK PLUGS—Dirty or worn plugs waste as much gas as one coupon in ten. Oxide coating collects on the plugs and causes them to misfire,—especially when the engine is working hard. Dirty plugs also cause hard starting which weakens your battery. Under present slow driving conditions, have your plugs cleaned and adjusted every few months.

AIR CLEANERS—A dirty air cleaner increases gasoline consumption because it chokes down the flow of air into the carburetor. Your air cleaner should be rinsed whenever your car is lubricated.

FUEL PUMPS—Practically trouble free. But, if yours has been in use thirty or forty thousand miles, it may be worn to the point where a check-up is due.

DRIVING INSTRUMENTS—Speedometer, gasoline gauge, oil pressure gauge, ammeter, and temperature gauge seldom need service. But, if they give trouble, have them cared for *at once*.

BRING VICTORY QUICKER—BUY U. S. WAR SAVINGS STAMPS AND BONDS

Conserve gasoline, oil, diesel fuel, and tires by keeping your AC Spark Plugs, Oil Filters, Air Cleaners, Fuel Pumps, and other products in *peak* condition. When replacement becomes necessary, select AC—and be sure of complete satisfaction. AC quality and precision production, accepted by the Army and in service on every front, assure maximum reliability and economy.

Reproduction of national advertisement appearing in leading city and farm publications.

NEW PRODUCTS

(CONTINUED FROM PAGE 178)

are sealed from dirt, dust and moisture. The signal is actuated by means of a floor button. The light may be mounted either on the roof or on the bumper.

While the light effectively secures the right of way, day or night, the manufacturer states that it is not dangerous to use as far as oncoming vehicles are concerned. The beam of light is focused slightly above the bumper but well below eye level to avoid dazzling or blinding approaching drivers.

Use free postcard for more details

P102. Sweeping Compound

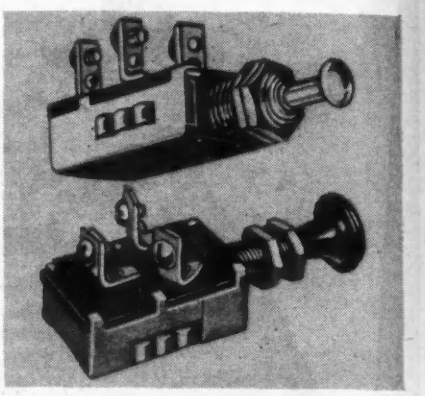
A new floor cleaning compound is being marketed by the Lacey-Webber Co., Kalamazoo, Mich., claimed to be both fireproof and oil absorbent. This product is called Fibre-Tex and is designed for use wherever oil or grease may collect or be spilled upon floors.

In addition to being highly oil absorbent, it is claimed that the product has an active cleaning effect upon floors on which it is consistently applied. The product is said not to burn even when the flame of a blow torch is played directly upon it, nor as a result of spontaneous combustion.

Use free postcard for more details

P103. Heavy Duty Switches

The use of silver in the manufacture of its heavy duty line of switches has just been announced by the Cole-Hersee Company, Boston, Mass., as one of the new features in the recent construction improvement and vital materials conservation program.



The silver inlaid contact rivets and silver-faced heavy bronze current carrying members guarantees switch will not overheat or burn, states the manufacturer. Other features are, independent click action, heavy canvas reinforced bakelite insulating members.

Model 5015, shown above, at top has metal chrome finish knob of improved, well gripping design integral with the switch. Model 5027, below, is equipped with a large plastic screw-on knob available in black, ivory or tan. Both models are 1¼ in. long with ½-in. mounting stem.

Use free postcard for more details.

P104. Tire Spreader

To facilitate tire inspections and inspect or repair casings, E. H. Stackhouse, Philadelphia, Pa., is offering a simple, efficient tire spreader that will handle both passenger and truck tires with minimum effort.

In addition to the spreading operation, this device also turns the casing inside out, as shown in the accompanying illustration. It is hydraulically operated by a foot pedal and handles tires up to 10:50.

Use free postcard for more details

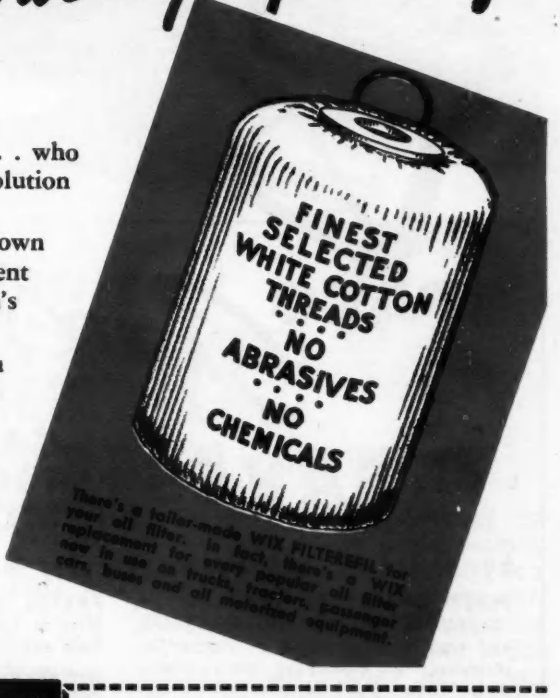
(TURN TO PAGE 182, PLEASE)

Here's One Problem you can stop worrying about!

You've got your troubles today . . . who hasn't? But here's one bright spot and an economical, practical solution to one of the your biggest operating difficulties.

Yes, you can put an end to Dirty Oil—and quick! It breaks down vital motors . . . wastes mechanics' time and priceless replacement parts . . . keeping your pay load units garaged when Uncle Sam's wartime transportation needs them most.

WIX FILTERFILS are YOUR solution. They'll give you *clean,* trouble-free lubrication and give it to you for many more hours at rock-bottom cost. Thousands of fleet operators have found this sturdy sludge-hungry filter cartridge the way to get maximum oil life and a quick answer to the command — "KEEP 'EM ROLLING." There is a WIX size and type designed precisely to suit whatever filters your vehicles carry. And these famous Refills are available — NOW! See your jobber today, or send the handy coupon for the whole story.



wix
TRADE MARK
FILTERFIL
ACCESSORIES CORPORATION, GASTONIA, N. C.

ACCESSORIES CORPORATION
GASTONIA, N. C.

Gentlemen: We are interested in refills for

.....

.....

Filters (GIVE MANUFACTURER'S NUMBER). Please send us quotations at once.

NAME .....

ADDRESS .....

CITY ..... STATE .....

WAREHOUSES: NEW YORK : CHICAGO : KANSAS CITY, MO. : MINNEAPOLIS : LOS ANGELES : SAN FRANCISCO
CANADIAN FACTORY : WIX ACCESSORIES CORPORATION, LTD., 161 BAY ST., TORONTO, ONTARIO

NEW PRODUCTS

(CONTINUED FROM PAGE 180)

P103. Drill Grinding Attachment

The job of grinding dull or worn-out twist drills is speeded and simplified by the use of the Rite-Way drill grinding attachment made by the T. & H. Manufacturing Co., Kansas City, Mo.

It is claimed that with this device any person in the shop can do an expert job of drill grinding. The device is mounted

on the work bench beside any bench grinder. When a bit is to be ground, it is inserted into the holder of the attachment, the grinding angle set by a convenient knob, and the grinding proceeds without any further manipulation by the operator.

The manufacturer states that this device will not overheat or burn drills. It will handle any drill bit between 3/16 and 1¼ in.

Use free postcard for more details

FREE PUBLICATIONS

(CONTINUED FROM PAGE 60)

L93. Wartime Buyers' Bulletin

To expedite the wartime buying of hydraulic shop equipment one of the leading manufacturers has just released a special 12-page bulletin condensing eight standard equipment bulletins and listing only those items scheduled for current production. By omitting products discontinued for the duration, the bulletin aims to eliminate delays caused by correspondence and contacts to arrange for suitable substitution.

This wartime buyers' reference lists hydraulic hand jacks, 3 to 50-ton capacities, wheeled service jacks, gage-equipped jacks, portable hydraulic units, maintenance kits, motor vehicle assortments and pipe benders. Write L93 on the postcard for your free copy.

L94. Brush Conservation Booklet

Due to the scarcity of imported hog bristle, which gave the pre-war paint brushes their fine wearing quality, a new booklet has been published on the care and conservation of paint, varnish and lacquer brushes made of war-created substitutes.

In addition to a careful explanation as to the proper manner of breaking-in a new brush, the text gives many examples of how to use a brush properly and how not to abuse it. Numerous illustrations accompany the examples, and proper and improper cleaning agents also are mentioned so that the user can get the most out of his brush investment. Write L94 on the postcard for your free copy.

L95. Lube & Gun Conservation

How to add years of service to high pressure lubricating equipment is briefly explained in a small illustrated folder. The entire contents can be absorbed in a few minutes but the suggestions, if followed, should have lasting beneficial effects.

The data are divided into nine parts, as follows: 1, Check Air Pressure; 2, Swivels—Pipe Joints; 3, Check for Leaks; 4, Drain Compressor Tank; 5, Keeping Grease Clean; 6, Care of the Finish; 7, Cleaning Casters; 8, Keeping Hose Clean; 9, Oiling Equipment. Write L95 on the postcard for your free copy.

END

(Please resume your reading on P.61)

Meehanite Foundries

Allentown, Pa.
Traylor Engineering Company

Ansonia, Conn.
Farrel-Birmingham Co., Inc.

Bridgewater, Mass.
The Henry Perkins Co.

Brooklyn, New York
E. W. Bliss Company

Buffalo, N. Y.
Pohlman Foundry Co., Inc.

Charleston, W. Va.
Kanawha Manufacturing Co.

Chattanooga, Tenn.
Ross-Meehan Foundries

Chicago, Ill.
Greenlee Foundry Company

Cincinnati, Ohio
Cincinnati Grinders Incorporated
The Cincinnati Milling Machine Co.

Cleveland, Ohio
Fulton Foundry & Machine Co.

Denver, Colo.
The Stearns-Roger Mfg. Co.

Detroit, Mich.
Atlas Foundry Co.

Flint, Mich.
General Foundry & Mfg. Company

Hamilton, Ohio
The Hamilton Foundry & Machine Co.

Hamilton, Ontario, Canada
Otis-Fensom Elevator Company

Irvington, N. J.
Barnett Foundry & Machine Co.

Jeannette, Pa.
Elliott Company

Lewisburg, Tenn.
Marshall Stove Company

Los Angeles, Calif.
Kinney Iron Works

Milwaukee, Wis.
Koehring Company

Mt. Vernon, O., Grove City, Pa.
Cooper-Bessemer Corporation

New Rochelle, N. Y.
Meehanite Metal Corporation

New York, N. Y.
The American Brake Shoe & Foundry Co.

Oakland, Calif.
Vulcan Foundry Company

Orillia, Canada
E. Long, Ltd.

Philadelphia, Pa.
H. W. Butterworth & Sons Co.
Florence Pipe Foundry & Machine Co., (R. D. Wood Company, Selling Agents)

Phillipsburg, N. J.
Warren Foundry & Pipe Corp.

Pittsburgh, Pa.
Rosedale Foundry & Machine Co.

Rochester, N. Y.
American Laundry Machinery Co.

St. Louis, Mo.
Banner Iron Works

St. Paul, Minn.
Valley Iron Works

London, Eng.
The International Meehanite Metal Co., Ltd.

Waterloo, N. S. W.
Australian Meehanite Metal Co., Ltd.

Johannesburg, South Africa
Meehanite Metal Co. (S.A.) (Pty.) Ltd.

POWER TO STOP THIS SCOUT CAR

U.S. Army Half-Track Scout Car built by The White Motor Company, equipped with MEEHANITE Brake Drums.

Front driving axle made for above Scout Car by Timken-Detroit Axle Co., and equipped with MEEHANITE Brake Drums (below).

IS ENTRUSTED TO MEEHANITE BRAKE DRUMS

In this Army unit, MEEHANITE METAL fulfills the strict requirements of an exacting job.

The smooth, safe operation of any vehicle depends on good brake drums. Operators find that MEEHANITE drums provide greater heat resistance, tough wearing qualities and longer lining life.

MEEHANITE offers a combination of characteristics that makes it unique among cast metals, and furnishes the very qualities demanded for brake drum service. This special metallurgically controlled metal is highly resistant to abrasion yet, due to its structure, provides a smooth braking action which means longer lining and drum life. Its rigidity resists distortion and its graphitic structure provides just enough lubrication to permit smooth braking action, reducing the tendency to scoring.

MEEHANITE
SEND FOR BOOKLET

Meehanite Bulletin No. 13, "Brake Drum Materials."

MEEHANITE RESEARCH INSTITUTE · New Rochelle, N. Y.

ODT MAINTENANCE COMMITTEES APPROVED IN 48 DISTRICTS

Expansion of ODT's District Maintenance Advisory Committees to include representatives from four additional branches of the automotive industry was announced today by the Office of Defense Transportation.

At the same time, the ODT announced that permanent committees already have been approved in 48 districts.

The addition to each local committee of a bus maintenance expert, an oil lubricating specialist, a tire maintenance expert, and a trailer manufacturer or distributor representative will provide for the development of a more comprehensive program of maintenance of passenger-carrying as well as property-carrying motor vehicles. This brings the membership of the committees to eleven, representing the following automotive maintenance activities: common, contract and private carriers, heavy duty trucks, light truck and automobile dealers, garages, parts jobbers, bus lines, tire distributors, oil companies, and trailer distributors.

The ODT emphasized that the permanent maintenance advisory committees represent industry and not the ODT. Their chief duty is to cooperate with the ODT in a joint effort to solve or eliminate troublesome maintenance problems now confronting the motor transport industry.

Each ODT District Office has designated one staff member as "maintenance specialist," whose duties include the following:

1. To help establish and to work with the District Maintenance Advisory Committee.

2. To cooperate with WPB's Automotive Branch field force in locating used parts and organizing used parts yards, as well as to help obtain essential new parts for trucks and buses that are laid up due to a lack of parts.

3. To cooperate with the Army Zone and Navy District Transportation Officers and to assist common, contract, and private carriers in obtaining parts and service facilities to enable the carriers to efficiently serve Army and Navy installations.

4. To cooperate with local OPA officials in making available tires for trucks, buses and other essential vehicles.

5. To locate garage and maintenance facilities with proper equipment and sufficient manpower to maintain essential transportation equipment.

6. To discourage the scrapping of needed used parts that can be reclaimed or rebuilt.

7. To assemble data, with the assistance of the Maintenance Committee, regarding the availability or lack of new and used replacement parts, repair materials, tires, maintenance facilities and mechanics, and to report on the progress of the maintenance program generally.

8. To assist vehicle operators as far as possible in helping to solve their individual maintenance problems.

The basic functions of the District Maintenance Advisory Committees are:

1. To assist in securing information on local problems relating to maintenance facilities, replacement parts, available maintenance materials, maintenance personnel shortages, and the effect of government limitation orders on maintenance.

2. To disseminate information to the industry on all government regulations which affect vehicle and tire maintenance.

3. To assist automotive, tire, parts and oil companies cooperating in the U. S. Truck Conservation Corps in promoting greater interest in preventive maintenance among vehicle owners, drivers and mechanics.

4. To assist in passing on to maintenance men and establishments the information prepared by the SAE-ODT Maintenance Methods Coordinating Committee and its various subcommittees working with the Vehicle Maintenance Section of ODT.

5. To assist and advise dealers, garage owners, jobbers and other maintenance organizations, schools and other interested groups in developing training programs for mechanics and drivers.

6. To assist in gathering information regarding the possibilities of and the procedures to be followed in pooling maintenance facilities, tools and manpower, if and when such action may become necessary or desirable.

WHIZ MOTOR RYTHM

stops bucking, saves engine overhauls

America's outstanding cab, bus and truck fleets use WHIZ MOTOR RYTHM regularly—

1. **To stop bucking due to carbon, sludge and varnish.**
2. **To cut engine maintenance and overhaul costs.**
3. **To save labor.**
4. **To save gas and oil.**
5. **To make equipment last longer.**

Here's how WHIZ MOTOR RYTHM works. Carbon, sludge and varnish are always forming around your valves, piston heads, piston ring grooves, spark plugs, and in the crankcases of your engines. MOTOR RYTHM cleans it out *chemically*—automatically—and thus keeps engines in better running condition, and reduces wasteful down time and costly overhauls.

By keeping engines clean and improving performance, MOTOR RYTHM can save up to 33% of gas, 26% of motor oil consumption—based on official car tests.

Get the maximum from your equipment and manpower, by using WHIZ MOTOR RYTHM in your engines regularly! R. M. Hollingshead Corp., Camden, N. J.; Toronto, Canada.

Economize on larger sizes—1 gal., 5 gal., and drums

Hollingshead

LEADER IN MAINTENANCE CHEMICALS

Whiz

Write for information on other WHIZ fleet reconditioning and maintenance products:

HO-ZOF DEGREASING COMPOUND, BRAKE FLUID, RUST PREVENTIVES, COOLING SYSTEM CLEANERS, SHOCK ABSORBER FLUID

WPB NEWS

113,543 Vehicles Released

Since the rationing program became effective March 9, 1942, a total of 113,543 vehicles of all types has been released to the week ended Mar. 13. This total includes 24,100 light, 61,004 medium, and 14,389 heavy trucks, 8,700 trailers and 5,350 miscellaneous vehicles.

57,573 Vehicles Left in Rationing Pool, Says Vaniman

The low stage of the Nation's reserve pool of new commercial motor vehicles is reflected by the figures published Mar. 10 by R. L. Vaniman, director of WPB's Automotive Division.

"One year after establishment of the pool," said Mr. Vaniman, "we have exactly 57,573 commercial vehicles left in our reserve. The figure includes light, medium and heavy trucks, trailers and third axle attachments. To appreciate the depleted state of the reserve, the figure may be compared with production in a pre-war year (1939) of 710,496 trucks.

"This critical situation should bring forcefully to us the necessity of conserving our reserve pool and drawing upon it only in cases of the most pressing need. For this reason the vehicles now remaining in the pool are being held for rationing for indirect military demands and only the most essential civilian requirements."

The vehicles remaining are in the hands of approximately 14,000 manufacturers, their branches, and distributors and dealers in the continental United States, Alaska, Puerto Rico, Virgin Islands and the territory of Hawaii.

(Ed. note: See Washington Runaround for comment on this statement)

WPB Standardizes Sizes of Pistons, Pins, Rings & Bearings

New methods of controlling production of automotive replacement parts to fit it in with the Controlled Materials Plan have been established by the Director General for Operations with the issuance of Limitation Order L-158 as amended.

The amended order provides that no producer shall manufacture and purchase at a rate which will increase the dollar cost value of his finished replacement parts inventory at the end of any quarter of 1943 beyond that which he had on April 1, 1943. Further, the producer is allowed a 60-day period following the end of each quarter within which he may increase or decrease production to bring his inventory to the level of April 1, 1943. This provision removes the percentage restriction on production thereby increasing the amount of replacement parts that may be manufactured.

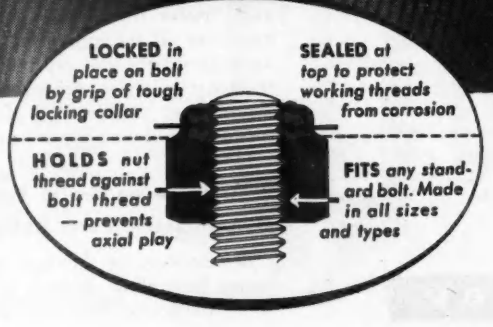
Relief of critical shortages in replacement parts is provided for by permitting the Director General to order producers to schedule and deliver production in such manner as will relieve shortages.

Certain minor changes are made in the definitions of various replacement parts mentioned in the amended order which now includes replacement parts for motorized fire equipment. The order also provides for the standardization of over-sizes of piston pins, piston rings and engine bearings.

Provisions requiring the turn-in of used replacement parts upon the purchase of

(Turn to Page 188, Please)

TOUGH NUTS TO CRACK



● We've made billions of Elastic Stop Nuts.

And to our knowledge not one has failed to do its job.

But the tough nuts we refer to now are the fastening problems which looked hopeless until Elastic Stop Nuts were used.

We've met lots of these in our day — and licked them.

There have been plenty of them in war production.

And how well these fastenings have filled the bill can best be told this way:

Every nut we can possibly produce is going into war goods. Yet even doubling our round-the-clock plant capacity hasn't let us gain on the demand.

In the days to come there will be many peacetime needs for these nuts.

Some will be simple. Others will look like "tough nuts to crack."

Our engineers like to meet both kinds. They stand ready to share their experience with you, work on your fastening problem and recommend the proper Elastic Stop Nut application for the job.

ELASTIC STOP NUTS

Lock fast to make things last

ESNA
TRADE MARK

ELASTIC STOP NUT CORPORATION OF AMERICA
UNION, NEW JERSEY

WPB NEWS

(CONTINUED FROM PAGE 186)

new ones are retained in the amended order, but it modifies the consumers certificate to permit the purchase of oil filters for all types of vehicles; springs, brakes, fifth wheels, and other parts specifically named for trucks, without a turn-in where such additional parts will improve the vehicle's efficiency.

The provisions governing production and purchases of replacement parts become effective under the present order, as amended, on April 1, 1943. Until that date such production and purchases are governed by Limitation Order L-158 as amended January 25, 1943.

Standardization of production provides that on and after April 1, 1943, production of the replacement parts named below shall be made only according to the following standards:

(1) Pistons as components of engines shall be produced only in standard sizes and the following oversizes: .005, .202, .030, .040, .060, and semi-finished.

(2) Piston pins as components of engines shall be produced only in standard sizes and the following oversizes: .003, .005.

(3) Piston rings as components of engines shall be produced only in standard sizes and the following oversizes: .020, .030, .040, .060 and in addition for medium and heavy duty trucks and buses: .080, .100.

(4) Engine bearings as components of engines shall be produced only in standard sizes and the following oversizes: .002, .010, .020, .030, semi-finished; in addition, the above sizes may be produced in the following oversizes on outside diameter in those types of connecting rod bearings that oscillate in the connecting rod: Standard, .005, .010, oversize. In addition the "special length Ford main bearings" may be produced.

Cross-Hauling Curtailment by Industry May Conserve Trucks

The importance of transportation within an industry's operations, and the need of keeping a plant's transportation equipment in the highest state of efficiency were discussed at a recent meeting of the Automotive Industry Transportation Advisory Committee with War Production Board officials in Washington.

War Production Board officials told the Committee that industry in general was being urged to conserve its truck transportation facilities, and they asked the Committee's assistance in getting industry to cut down as much as possible on the number and distances of its interior operational moves.

The Committee discussed at length the problem of conserving transportation equipment. It agreed that the allocation of materials under the Controlled Materials Plan and the development of WPB's Concentration Program should help appreciably in eliminating the waste of cross-hauling and thus substantially reduce the number of trucks in use. The Committee also advocated that efforts be made to have consumers get necessary materials from producers located nearest to their plants.

Time Limit Lifted from Off-Highway Vehicle Production

The time limitation applying to production of certain off-the-highway motor vehicles was abolished by amendment of General Limitation Order L-1-e.

The first amendment to L-1-e, dated July 24, 1942, provided for the manufacture of 500 off-the-highway motor vehicles between July 1, and December 31, 1942. A later amendment, dated November 17, 1942, extended the period of time to March 31, 1943. The present order as amended removes the time element but still restricts manufacture to the original 500 vehicles.

An "off-the-highway" vehicle is defined as a "motor truck, truck-trailer, or trailer operating off the public highway, normally on rubber tires and especially designed to transport material, property or equipment on mining, construction, logging or petroleum development projects."

Restrictions on Use of Copper in Automotive Parts Extended

Restrictions on the use of copper and copper base alloy products in the manufac-

(TURN TO PAGE 190, PLEASE)

ONE LOOK at this *Retired* DELUXE CARTRIDGE *tells you* *All's Well!*

This Cartridge shows that the operator is doing everything to conserve gas, oil, parts, time

All's well with your engines when your DeLuxe Cartridges are retired, looking like this! Note that there is no sludge, no indication of oil dilution and carbon nor other indications of inefficiency or neglect.

DeLuxe Cartridges, to our knowledge, are the only cartridges which, when analyzed, reveal exactly what is going on in the engine. This is made possible by DeLuxe's unique cartridge and filter construction which actually cleanses the oil of asphaltenes, before they can form into destructive sludge. Here is one reason for the exceptional long life of a DeLuxe Cartridge.

Why not have DeLuxe analyze your cartridges? Requests for such analyzation service are welcomed and will be handled by DeLuxe field engineers as quickly as the volume of requests permits.

DELUXE PRODUCTS CORP.
1406 Lake Street · LaPorte, Indiana

Throw YOUR Scrap into the Fight!

DELUXE *Oil Filter*

DOES MORE THAN STRAIN OIL . . . MORE THAN FILTER OIL

ACTUALLY CLEANSES OIL

WPB NEWS

(CONTINUED FROM PAGE 188)

ture of automotive parts are extended by Limitation Order L-106 as amended by the Director General for Operations.

Under the terms of the order these critical materials may not be used in the manufacture of any automotive parts (including replacement parts) except 15 specified items, and then only to the extent indicated. Thirteen of these were also exempted in the original order, issued in May, 1942. Despite the inclusion of two additional exempted items and of certain components of others, the amended order will result in considerable saving of copper and copper base alloy.

The added exemptions cover parts and components in which no practicable substitutes for copper and copper base alloy products can be used. The restricted materials may be used only to the extent necessary for the proper functioning of the parts. Authorization for the use of these products has hitherto been granted on appeal.

Exempted items are: (1) radiators; (2) cooling system control devices; (3) electrical equipment; (4) tubing, tube fittings and actuating parts; (5) bearings, bushings, thrust washers; (6) carburetor and fuel pump parts; (7) plating; (8) gaskets; (9) transmissions; (10) brazing materials; (11) powdered copper; (12) used as a minor alloying element in alloys other than copper base alloys; (13) clutch facings and brake linings; (14) speedometers, tachometers, heat indicators and oil gauges; (15) miscellaneous.

Items (13) and (14) are added by the order as amended; the others appeared in the original order.

The provisions and restrictions of the order do not apply to automotive parts produced for the Army or Navy where specifications of the prime contract call for the use of copper or copper base alloy products.

L-106 became effective on March 10, 1943.

Reo Scrap Drive Nets 15½ Million Lb. to Date

More than 15½ million lb. of scrap metal and other materials have been collected for the government by the Reo factory at Lansing, Mich., exclusive of the amount accumulated by Reo branches, distributors and dealers throughout the United States.

January showed a total of 1,103,560 lb. of scrap iron and steel, 165,015 lb. of aluminum, brass, copper, and zinc, 35,260 lb. of paper, aggregating a total of 1,303,835 lb.

Since May, 1942, a special committee of Reo executives has been active in promoting scrap collection. This is a continuous operation month after month.

Tank-Automotive Center Appointments

Brig. Gen. John K. Christmas, Assistant Chief of the Ordnance Department's Tank-Automotive Center announced the appointment of Col. W. E. Niles as Executive Officer of the Center.

Gen. Christmas simultaneously announced the creation of four product divisions within the Office of the Assistant Chief and named four directors empowered to act with his full authority.

The four product directors are: Henry H. Howard, Tanks and Combat Vehicles; Col. E. S. Van Deusen, Transport Vehicles; Col. Graeme K. Howard, Parts and Supplies; C. B. Smith, Tools and Equipment.

Participating in the ceremony at which Wittek Manufacturing Co., Chicago, Ill., was awarded the Army-Navy "E" for production efficiency are, left to right, Clarence Tetzlaff, vice-president and general manager; Ben A. Tetzlaff, president and founder; Lt. Col. E. H. Bowman; employee representative Joe Kratochvil; Lt. (j. g.) F. C. Cullinan; Major J. R. Johnston and Norman Ross, Radio commentator.

IT'S NEW!—IT'S DIFFERENT!—IT'S CONVINCING!

IT'S THE AIRTEX MARK OF

Superior FUEL PUMP Performance

It's the identifying swatch of AIRTEX Diaphragm Material attached to every new or exchange AIRTEX Fuel Pump. Look for it! Demand it! Insist on it!

IT WILL HELP YOU SELL

AIRTEX

Precision Made.

FUEL PUMPS

and . . . . .

AIRTEX 3-WAY SERVICE

1. **Diaphragm Kits for minor repairs.**
2. **Repair Kits for emergency repairs.**
3. **Complete Exchange Service that gives you factory rebuilt pumps with the AIRTEX 50,000 Mile Guaranteed Diaphragm, at a low exchange price.**

You can now tell an AIRTEX Fuel Pump instantly by the small triangular sample swatch of AIRTEX Diaphragm Material that's attached to every new or exchange AIRTEX pump. This new AIRTEX triangle reminds the buyer unmistakably of the AIRTEX Diaphragm that's guaranteed for 50,000 miles . . . his assurance of superior fuel pump performance and lasting service.

Write to your jobber for the AIRTEX dealer proposition. Remember — your profits climb with the AIRTEX line.

Complete stock of new AIRTEX Fuel Pumps still available for all cars and trucks.

AIRTEX Fuel Pump Diaphragms Guaranteed for 50,000 Miles

AIRTEX AUTOMOTIVE CORP. FAIRFIELD, ILL.

OPA NEWS

Pleasure Driving Ban Lifted in East

The ban on pleasure driving in the Eastern Seaboard States was lifted effective Mar. 22 by OPA. The value of "A" rationing coupons was cut from 3 gal. to 1½ gal. by extending the valid period. The value of B, C and other supplemental ration coupons was not affected. The pleasure driving ban went into effect Jan. 7.

Fleet Gasoline Rationing Procedure Simplified

Procedure for handling applications for gasoline rations for fleet and official vehicles is simplified in an amendment to the gasoline rationing regulations announced by the OPA.

Instead of filing official OPA tire inspection records for every vehicle, applicants seeking renewals of fleet or official rations, upon proper showing of hardship in submitting tire inspection records, may submit a statement certifying that all necessary tire inspections have been made.

This action was taken because it is frequently difficult for owners of large fleets and operators of official cars and motorcycles to gather the tire inspection records for vehicles, which may be in widely scattered locations, in order to have the records for presentation to a War Price and Rationing Board.

A simple statement that tires on each vehicle have been inpected and approved in accordance with tire rationing regulations will make it easier for operators of fleet and government vehicles to get their rations renewed. It will also expedite handling the applications for the rationing boards.

The changes are made in Amendment 32 to Ration Order 5C, effective March 29.

360,000 Truck Tires in April Quota; Tire Rules Eased

In lines with the Government's announced plans to keep the nation's automobiles rolling, the OPA announced that additional pre-Pearl Harbor and "Victory" tires will be available April 1 to certain lower mileage ration passenger car owners.

The release of these new casings under rationing to "B" and "C" card holders will be for replacement of tires worn beyond the recappable stage.

An order issued by OPA makes it possible for a driver with a mileage ration of more than 240 miles monthly to get new casings of the lower qualities—Grade II—when he needs replacements. Previously only those with monthly mileage over 560 could get new tires.

At the same time, OPA announced that motorists with mileage rations between 560 and 1,000 monthly—who until now have been eligible for new casings in the lower quality bracket only—will be able hereafter to get the Grade I tires which previously were reserved for cars with a ration of 1,000 miles or more a month. There will be a substantial increase in truck tire quotas, from 299,000 for March to about 360,000 for April.

The amendment changing new tire eligibility also adds all passenger car tires that fit a 17-inch rim to the list of "obsoletes." This classification previously included only casings with a rim size of 18 inches or more. Obsoletes, regardless of grade, are available for needed replace-

(Turn to Page 194, Please)

HEART of TIRE conservation is BEAR Alinement Service!

Parts and Frames too!

Bear Frame and Axle Straighteners Save Hundreds of Tons of Steel every day!

—and in addition . . .

thousands of man hours...ton miles of transportation . . . tires . . . cars . . . trucks...buses!

Frame and axle straightening are vital to Keeping America's Transportation Rolling at minimum cost of critical materials, time and shipping!

Here are some figures that show how vitally important is the job you do when you straighten frames and axles with Bear machines.

Take just 1000 Bear Frame and Axle Straighteners with an average of one frame straightening job a day! Figuring a frame as averaging 300 pounds, that's 150 tons of steel! It takes 6 times as long to install a new frame as straightening an old one. On a thousand jobs averaging 4 hours each, that's 20,000 man-hours saved, to say nothing of keeping those cars . . . trucks . . . buses . . . out of the scrap heap!

Frame straightening is vital to saving motor vehicles from the scrap heap, but it is equally vital to TIRE CONSERVATION. No wheel alinement is possible unless the frame is in alinement!

Bear Frame and Axle Straighteners are doing these vital conservation jobs on the home front and for the armed forces! They are making it possible to do the job with minimum of time and with absolute precision! For with Bear equipment you straighten the frames and axles cold . . . in 99% of the cases without having to remove the body or the axle.

WARNING! Don't let any frame straightening job go out of your shop without the wheels dy-namically balanced on a Bear Dy-namic Balancer. The job of tire conservation isn't complete without it! If you haven't a Bear Balancer, see your neighbor who has . . . and make arrangements with him to do your Dy-namic Wheel Balancing.

Send your questions to BEAR MFG. CO., ROCK ISLAND, ILL.

BEAR
FRAME STRAIGHTENERS

Wheel Aliners and Dy-namic Balancers • Frame and Axle Straighteners • Alinement Testers • Shimmy Detectors • Wheel Straighteners • Etc.

OPA NEWS

(CONTINUED FROM PAGE 192)

ments on passenger cars with a mileage ration in excess of that provided by the basic "A" book. Moreover, a car owner who is occupationally qualified for a "C" book is eligible for an obsolete tire even though he may actually have only the basic "A" ration.

OPA Eligibility Rules for Procuring Tires and Recaps

The OPA has released a recapitulation of eligibility rules governing the procurement of tires and recaps.

1. PASSENGER CARS.

There is no restriction on the recapping of passenger car tires with "passenger type camel-back." "Camel-back" is any rubber compound designed for application to a worn tire to make a new tread. "Passenger type" camel-back is made of reclaimed rubber only, using no crude.

All passenger cars are also eligible for some type of replacement tire, if their present tires aren't recappable. The grade of tire for which a car is eligible depends upon the gas mileage allowed the particular vehicle.

Thus, cars with mileage allowances up to 560 miles a month (A and B cards) are entitled to Grade III tires, which are used or recapped tires. (This is in addition to the permission to recap the car's own tires.)

Cars with mileage allowances of from 560 to 1000 miles a month (C card), are entitled to Grade II tires such as a new reclaimed-rubber tire or a pre-war tire priced at 85 per cent or less of the price of new-car equipment grade.

Cars with mileage allowances of more than 1000 miles a month (C card with longer mileage) can have choice of any kind of passenger tire.

2. TRUCKS AND TRAILERS.

Trucks and trailers included in the List A eligibility classification in OPA's regulations (those vehicles providing services deemed most essential by OPA) are eligible for new crude rubber tires if their present casings can't be recapped.

Trucks and trailers performing important services not on List A may apply for certificate entitling them to recapping with "truck type camel-back," which includes a certain amount of crude rubber. Truck tires cannot be made or recapped with reclaimed rubber only.

3. Taxis operating under ODT rules are eligible for truck-type recapping or for new tires if their casings are not recappable.

4. BUSSES.

Public busses operating regular routes and services are eligible for recapped or new tires.

Private busses performing certain necessary transportation services, including carrying persons to certain essesntial establishments or schools, also are eligible for recapping or for new tires.

Tire inspections are required for virtually all commercial and private vehicles, but frequently depends on type of vehicle and mileage ration.

Facilities for recapping are good throughout the country. Moulds and rubber are available.

Federal Agencies Asked to Cut Vehicle Use by 40 Per Cent

President Roosevelt has called upon each federal department and agency to appoint a mileage administrator to organize and

(TURN TO PAGE 196, PLEASE)

An example of how city vehicles may be utilized to promote America's war effort while making their appointed rounds is found in the fleet of the Cleveland Plain Dealer. This newspaper painted its White Horse delivery units in red, white and blue, and lettered a giant victory "V" on the front. On the upper side panels it lettered this simple message: "Buy War Bonds and Stamps."

OPA NEWS

(CONTINUED FROM PAGE 194)

control the use of that agency's motor vehicles in order to reduce the mileage of all government cars by at least 40 per cent.

Prentiss M. Brown, Administrator of the OPA has been asked to supervise the conservation plan and coordinate the work of federal mileage administrators.

Pooling of vehicles driven on official business, advance clearing of requests for travel in order to assure maximum ride-sharing, and all possible use of public carriers were among the conservation steps recommended by the President such measures, it was pointed out, have proved effective in States already cooperating in the nation-wide effort to save tires, gasoline, and equipment in vehicles used by state and local governments. Government mileage administrators have already been appointed in 40 states and the District of Columbia.

"It is my hope that all departments will be able to reduce total mileage by at least forty per cent of that driven in 1941 without sacrificing essential services," the President said in his memorandum to the heads of all departments and agencies. Each civilian department and agency will be called upon periodically to report progress which has been made.

Contract Carriers in N. Y. Area Allowed 5 Per Cent Rate Boost

Permission was granted by the OPA to certain contract motor carriers in the New York metropolitan area to increase their maximum rates 5 per cent above the levels charged in March, 1942.

The increase was allowed, OPA said by reason of a recent wage increase awarded truck drivers and helpers, and increased costs of maintenance and operation.

In order to assure the uninterrupted flow of the trucking business OPA undertook a detailed study of price and cost throughout the industry shortly after the wage award was made. The study was conducted in close co-operation with members of the industry. The increase will not be reflected in higher commodity prices.

Rationed Car Mileage Nears 5,000-Mile Mark, Says Brown

Mileage rationing has reduced the national average of American passenger cars to 5,400 miles annually without eliminating essential transportation, Prentiss M. Brown, Administrator of the OPA announced on the basis of a study of rationing board records of 80 representative counties. The figure reflects a mileage reduction achieved previous to the non-essential driving ban applied to the East coast on Jan. 7.

"We are steadily approaching the 5,000-mile-a-year limit set by the Baruch Committee," said Mr. Brown. "There is no doubt about the effectiveness of the mileage rationing plan in reducing mileage to save rubber. Furthermore, this reduction in mileage has been secured without curtailing essential transportation."

Mr. Brown said the study of rationing board records in the 80 representative counties indicated that gasoline rations have been issued to 25,000,000 private passenger cars, excluding fleet and official cars. Of these automobiles, 15,000,000 or 60 per cent, are operating on "A" books alone. Approximately 26 per cent have "B" coupon books in addition to the basic ration, and 14 per cent have been issued "C" books in addition to the "A" books.

Silent Hoist Has Double Celebration

Silent Hoist Winch & Crane Co., Brooklyn, N. Y., manufacturer of the Krane Kar and hoisting machinery, is celebrating a double event—on the occasion of its 25th Anniversary the company has been awarded the coveted Army-Navy "E," for "outstanding production of war materials." Official recognition is merited since this company has been wholly engaged in the production of essential war goods since before Pearl Harbor.

White Motor Gets "E" Star

Under Secretary of War Robert P. Patterson announced that the White Motor Co., Cleveland, Ohio, was awarded a star to be added to the Army-Navy "E" flag which was awarded to this truck manufacturer last August. The star was awarded as "the symbol of appreciation from our armed forces for your continued and determined effort and patriotism."

Left—Air tower arrangement cuts time for truck company to "air up" from 2 hr. to 40 min. Right—Tire inspection under way

QM QUADRUPLES TIRE LIFE AT CAMP LEE

If you owned a truck fleet that was using up thousands of irreplaceable tires, and were able in a few months, by prompt inspection and repair, to quadruple the driving life of these tires, you would undoubtedly set good tire maintenance down as a number one factor in the operation of your truck fleet.

The Army does, in the vehicles it maintains at the Quartermaster Replacement Training Center at Camp Lee, Virginia. The Quartermasters train a large share of the Army's truck drivers, as well as mechanics, laundrymen, shoe repair men, and other supply technicians at the Camp Lee replacement center, the largest station of its kind in the country. The thousands of general and special purpose vehicles used in Quartermaster training get tough and hard treatment as the new soldiers learn their work.

Before August, 1941, when the Camp Lee tire maintenance shop was set up, these vehicles averaged 7,000 miles in tire life. Today the average tire on a truck or jeep turns in around 30,000 miles before it needs a new tread. This, according to Army tire maintenance men, is the equivalent of 50,000 miles on a commercially-driven tire, the free-rolling axles of commercial trucks being considerably easier on tires than the motor-driven axles of Army vehicles.

By stretching the life of tire treads from 7,000 to 30,000 miles, the tire shop at Camp Lee saves the Army the equivalent of a half-million dollars worth of rubber a year.

The secret of this record is able direction, and a carefully executed program of tire maintenance and repair carried out under the supervision of Lt. C. S. Schaevitz, in the operations section of the motor training division, under Lt. Col. John E. Mutty. Lt. Schaevitz, who is in charge of the tire shop, ran his own tire maintenance and recapping shop at Camden, N. J., before taking up the same work for the Army. His non-commissioned staff of ten have all had a decade or more of experience, some in their own shops and some in the shops of major rubber concerns.

(Turn to Page 200, Please)

(CONTINUED FROM PAGE 198)

The air tower method of inflation and checking used by the tire shop is quick and sure, and permits the shop operators to handle an exceptionally large volume of work. The 21 air outlets surrounding the tire shop building are arranged to allow two men to work on each vehicle at the same time. A truck company of 51 trucks formerly required two hours to "air up." By use of the air towers the job is now done in 40 minutes. With all the air towers in use, three companies comprising a total of 153 trucks can go through the inflation and checking process at the same time. This job has to be done quickly, since more than 25,000 tires are checked and inflated each week.

The checking of the tires by the shop personnel is probably the greatest single factor in the phenomenal increase of tire life the shop has accomplished. While the truck drivers inflate the tires, the shop personnel inspect them. The non-commissioned officer in charge of inspection has the daily responsibility of calibrating all gauges, noticing any unusual loss of air in the tires, and replacing missing valve caps.

Vehicles deadlined for any of these reasons are routed into the shop. The number of tires changed, switched, or remounted in the shop is enormous, running to around 500 a week.

In addition to maintaining a continuous cycle of inspection and repair, the shop staff conduct daily classes for the truck driver trainees. The men are taught to change a tire safely, swiftly, and efficiently, to repair and change seven different vehicle types of valves, and to repair any size of tube tear. All this is the practical half of a day of tire study. Mornings are spent in the classroom observing films and demonstrations of various types of tire maintenance and repair.

Jeffers Sees Possible Truck Tire Crisis This Summer

William H. Jeffers, national rubber director, expressed himself as impressed with the manner in which the problem of the rubber shortage has been handled by the automotive industry on a recent visit to Detroit, where he conferred with the Tire Committee of the automotive and rubber industries and with officers of the Tank-Automotive Center. Viewing the outlook as hopeful, he said all the plant locations and processes to be used in the manufacture of synthetic rubber have been decided upon and the program is under way. However, due to the complicated nature of these chemical plants, it may be 12 to 15 months before the government knows where it stands on the U. S. productive capacity for synthetic rubber.

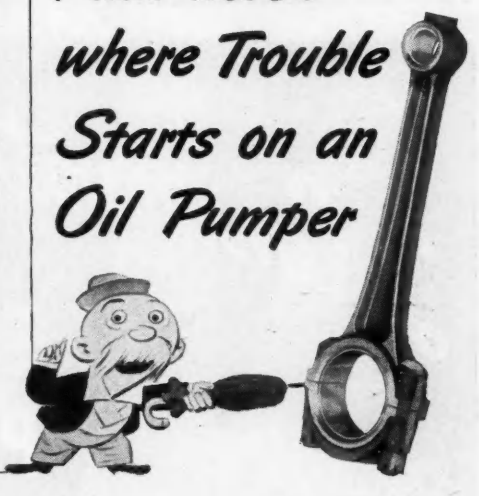
Jeffers said the critical point in the rubber inventory situation probably will be reached next November or December. After that the increasing output of synthetic rubber should build up the supply. He expects 30,000 to 40,000 tons of crude rubber to be imported this year, most of it from the Amazon basin of Brazil.

The rubber reclaiming program is progressing well, according to the rubber director, with a two-year supply of scrap rubber on hand. This is being used at the rate of 25,000 to 27,000 tons per month, much of it for recaps that are helping save the existing rubber in tire carcasses on automobiles. The only synthetic rubber being used in passenger car tires is for test purposes. Jeffers viewed the outlook for truck tires as more critical than for passenger car tires. The severe winter weather has caused many chuck holes in the highways and this has been especially hard on truck tires carrying heavy loads of war materials. Some crude rubber must be diverted for truck tire manufacture because reclaim alone will not stand up. The truck tire situation may reach a crisis this summer.

Jeffers said he found the public generally anxious to conform to the rules that have been invoked in the interests of conserving rubber. He could see no need for changing the regulations on mileage rationing in states where gasoline is plentiful. However, restrictions on speed must be watched closely so there will be no flagrant waste of rubber by fast driving. By and large, the speed limitations have been well observed. It may be possible to further relax the rules on tire inspections due to public conformance, according to Jeffers.

Here's Where the Trouble Starts!

And here's where Trouble Starts on an Oil Pumper



TO KEEP AMERICAN INDUSTRY IN ACTION

It is vitally important *now* that oil pumpers, wasting fuel, and needlessly wearing out metal parts, be reconditioned to restore operating economy and to protect the engine from more serious damage. Correction starts where the trouble starts —at worn engine bearings. Worn bearings flood combustion chambers with oil. It burns to carbon, coating the pistons, rings, spark plugs and valves and can render the best of new rings ineffective. Left in service, worn bearings may seriously damage the crankshaft. Replace them to restore power and economy, to protect hard-to-get engine parts.

Every bearing part you use for such replacement is made from scarce, strategic or critical metals. It is difficult to keep stocks readily available. However, automotive transportation is recognized as a vital national requirement and we are doing all possible to keep needed engine bearing parts quickly available and continue to justify your dependence upon us as a reliable source of supply.

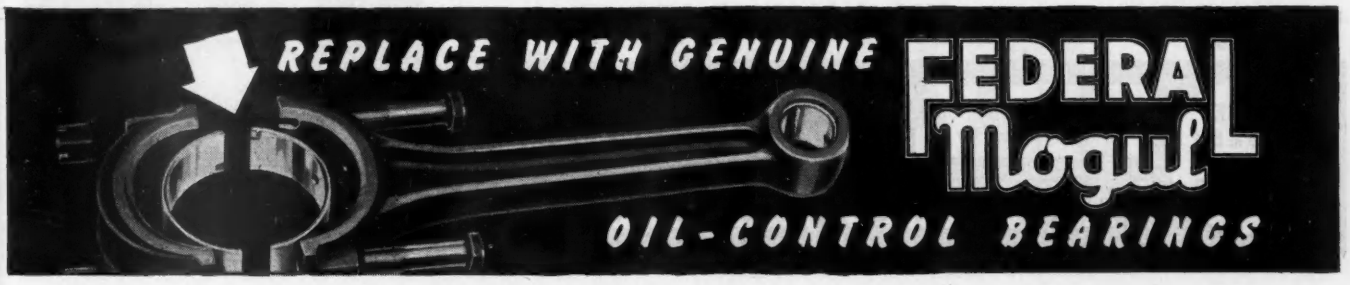
Your Jobber and the nation-wide network of Federal-Mogul branches and bearing reconditioning plants stand back of you to help you keep American industry in action!

FOR VICTORY

Submarine engines, submarine tenders are equipped with Federal-Mogul bearings and other precision parts, as are planes, tanks, guns, trucks, armament-making machinery. Federal-Mogul's expanded factories work "all out" for victory—and continue producing millions of bearings to service the cars carrying war workers and materials to their jobs. We "keep 'em rolling"!

FEDERAL-MOGUL CORPORATION • DETROIT, MICHIGAN

WORN ENGINE BEARINGS CAUSE OIL PUMPING



CCJ NEWSCAST

SAE National Meeting May 5 and 6

Society of Automotive Engineers has announced the SAE National Transportation and Maintenance Meeting for May 5 and 6 in the Hotel Pennsylvania, New York.

Preliminary program calls for presentation of a series of papers on the techniques of wartime maintenance of commercial motor vehicles, including metal spraying and cold welding, a recent development which has aroused widespread interest.

Fred T. Macrae, Jr., White Truck Vice-President, Dies

Fred T. Macrae, Jr., executive vice-president of The White Motor Co. and a leading figure in war production activities, died at St. Luke's Hospital, Cleveland, March 3, following a two-week's illness. Had he lived another day he would have been 50 years of age.

Mr. Macrae started in the truck business at the age of 17 directly after leaving high school. He was with Autocar Co. from 1912 to 1914; then served as vice-president of the Federal Truck Co of Newark from 1914 to 1917. He was president of the Rice-Macrae Motor Truck Co. from 1917 to 1927, and president of the Day-Elder Truck Co. from 1927 until he joined White in 1935 as vice-president. He was named executive vice-president of White in 1940.

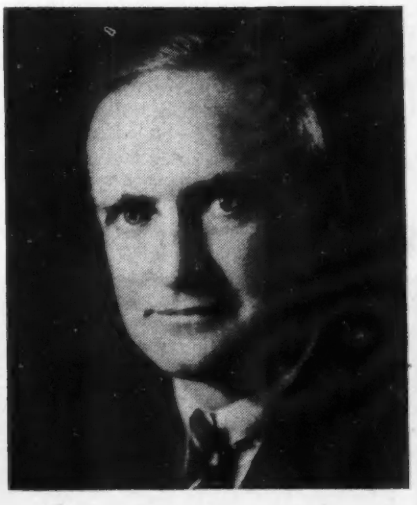
During his connection with White, Mr. Macrae was in charge of manufacturing operations and was largely responsible for the modernization of the company's production equipment and manufacturing methods. He was vice-chairman of the Ordnance Department's Half-Trac Integrating Committee.

Fred, as he was affectionately known to his hundreds of friends in the truck industry, was a hard worker and a sincere, sympathetic individual, always ready to lend a helping hand. The inspiration which he gave his associates at White Motor and the men he worked with on committees will be sorely missed.

Just as energetic in sports as in his work, Fred was an enthusiastic golfer, tennis player, and bowler. He was a member of the Cleveland Club and the Shaker Heights Country Club. He lived at 16520 South Woodland Road, Shaker Heights, Ohio.

Surviving are his widow, Florence Kaiser Macrae; two sons, Robert Bruce and Donald Allan; a daughter, June Louise; a sister, Florence Macrae Allen of

(Turn to Page 204, Please)



Fred T. Macrae, Jr.

ONLY THE BEST IS GOOD ENOUGH *for Backer-uppers!*

Vital to our backing-up of the front lines is the mechanical condition of the trucks, buses and cars that are hauling for Victory. Only the *best* lubrication you can furnish will make these units last their longest, by providing their engine parts with the maximum of protection against unnecessary wear. That means the *best oil* money can buy!

How can you know which oil is best? You can't run laboratory tests. . . . You don't want to rely on opinion, or put your faith in mere claims. . . . And you don't have to! You can be guided by oil users who buy on *facts*—without favor or prejudice.

Consider: Many leading airplane engine manufacturers use Wolf's Head for their testing and break-in runs. Pan American has used Wolf's Head in the *Clippers* for over 14 years—more than ONE BILLION passenger-miles. And Wolf's Head has been shipped all around the world for use in United Nations' planes. Big-fleet operators become Wolf's Head boosters as their actual records prove the benefit—the real *engine conservation*—they get from Wolf's Head.

Now available: *Wolf's Head HEAVY DUTY Oil, made especially for severe heavy duty service. 100% Pennsylvania, engineered for highest stability and detergency.* Proven best by field and lab tests! *Get the facts, in the free booklet, "Heavy Duty Maintenance." Send a card or letter for it today. Wolf's Head Oil Refining Co., Oil City, Pa., or 51 Madison Ave., New York, N. Y.*

WOLF'S HEAD

MOTOR OIL AND LUBES

100% PENNSYLVANIA P.G.C.O.A. Permit No. 6

CCJ NEWSCAST

(CONTINUED FROM PAGE 202)

Carmel-by-the-Sea, California; and his father, Fred T. Macrae who lived with him.

The sympathy of the entire truck industry goes to his survivors. Those who have known him and worked with him will miss him greatly.

U.S.E. Not to Transfer Truck Drivers or Mechanics

U. S. Employment offices were instructed by the War Manpower Commission not to attempt to transfer truck drivers and maintenance mechanics employed by distributors of fuel oils and solid fuels to war industries or other essential jobs.

Although fuel distribution is not on the official national WMC List of Essential Activities, fuel shortages in some parts of the country, which have been aggravated by lack of drivers and mechanics, prompted the Commission to take this action, WMC Chairman, Paul V. McNutt, said.

At the same time Mr. McNutt also instructed U. S. Employment offices to refrain from urging the transfer to any other jobs of truck drivers and maintenance mechanics employed by trucking companies and garages, provided these workers are engaged in service for essential activities.

Three More Joint Action Plans Approved by ODT

Three joint action plans for the conservation of trucks, tires and equipment were approved by the ODT on March 17.

The first plan was submitted by 19 independent refuse collectors of Old Greenwich, Conn.; the second by 22 retail milk distributors operating in the Auburn Milk Marketing area of New York, and the third by 37 retail milk distributors in the Albany Milk Marketing Area of New York.

Under the first plan, the refuse collectors agree to eliminate their duplicating services, which on some streets has resulted in four or five houses being served by as many as three trucks, through an even exchange of customers. No increase in rates will result and there will be no curtailment of service available to householders as a result of the plan.

The second plan provides for every-other-day retail milk deliveries in the Auburn area, and for retail deliveries to start at 7:30 a.m. "Outlying" wholesale customers will be exchanged among the 22 participants in order to reduce the mileage operated by their trucks.

The third plan is similar to the second, except that retail deliveries will begin at 7 a.m. and that retail customers may also be exchanged. Neither plan will affect the milk price structure in the areas covered.

Oil Industry Seeks Gas Rise and Changes in Certain Regulations

A resolution calling for a one cent per gallon increase in the retail price of gasoline was passed by members of the Petroleum Industry War Council at the March meeting, William R. Boyd, Jr., chairman, disclosed. The resolution has been forwarded to Petroleum Administrator Harold S. Ickes.

The principal reason given in support of the petition was that gasoline rationing

(TURN TO PAGE 206, PLEASE)

Appointment of A. N. Morton as production manager of the Mack company's three large plants has been announced by Charles T. Ruhf, president of Mack Manufacturing Corp. and executive vice-president of the parent company, Mack Trucks, Inc.

William S. Newell has been appointed to the board of directors of Mack Trucks, Inc., according to announcement by Louis G. Bissell, chairman of the Mack board. Mr. Newell is president of Todd-Bath Iron Shipbuilding Corp. and president of Bath Iron Works.

WHEN A FELLER NEEDS A FISK

No matter how important your war load may be, you can't fight your way through tire trouble; nor can you afford to guess at the condition of your tires. The more urgent your pay loads, the more you need a Fisk Tire expert.

Free Certificate Holder

Also includes space for entering the information needed every day for your "Certificate of War Necessity". Get one for each of your trucks from any Fisk Truck Tire Distributor.

Fisk Distributors are known for the thoroughness of their truck tire service. The Fisk Preventive Maintenance Plan has saved thousands of vital hours for war industries and thousands of dollars for the fleets that move their materials.

Ask any Fisk Distributor about the Fisk Preventive Maintenance Plan. Whether it's time to repair, time to recap, or "Time to Re-Tire," follow the sign of the Fisk Boy to save money, time and trouble.

TIME TO RE-TIRE
Reg. U. S. Pat. Off.

SEE YOUR FISK TIRE DEALER

FISK TIRES *Division of* UNITED STATES RUBBER COMPANY

CCJ NEWSCAST

(CONTINUED FROM PAGE 204)

has increased operating costs because of the reduction in the volume of sales and the added expense of handling ration coupons. Higher labor costs and a general increase in overhead were additional reasons given in support of the plea.

To check an inevitable storm of protests from consumers and to insure favorable consideration, the resolution cited OPA's recent approval of a 3/10-cent increase per gallon in fuel oil prices, plea for which also was based on increased costs due to rationing.

In addition to requesting the price increase, the War Council's resolution included several recommendations, as follows:

1. That not more than half of the one-cent increase should be allocated to the jobbers.

2. That the Petroleum Administrator direct the oil industry to campaign for the removal of unnecessary traffic lights, stop signs, prohibitions against left turns and U-turns, as well as other regulations wasteful of gasoline and tires. In this respect the council declared that needless traffic regulations could waste as much as 20 per cent of the total gasoline consumption. Rationing, it was pointed out, has caused so great a decline in traffic that many of the once necessary regulations for traffic control now are unnecessary.

3. That the Petroleum Administrator convince the OPA of the urgent necessity for additional gasoline rations for the field men in the distribution branch of the industry.

4. That local ration and selective service boards be instructed as to the essential nature of the work being done by the distribution branch of the industry.

C. L. Cummins, founder-president of the Cummins Engine Company of Columbus, Indiana, manufacturers of Cummins Diesel Engines, has been appointed Executive Consultant on Diesel Engine Production to the War Production Board, with headquarters in Washington, D. C.

South Dakota Raises Truck Weight Limits

South Dakota Legislature passed a bill increasing the state's limitations on the length and weight of trucks. The measure increases maximum lengths from 30 to 35 ft. for single vehicles and from 40 to 45 ft. for combination units such as semi-trailers and trailers.

Weight limits have been raised from 24,000 to 30,000 lb. for trucks and from 30,000 to 40,000 lb. for combinations.

48-Hr. Week Order Affects 32 Areas

Regulations issued by Chairman Paul V. McNutt of the War Manpower Commission to govern the application of the 48-hour week called for by the President, will, with some exceptions, affect all employers of eight or more persons in 32 designated areas, whose production can be increased by a longer week or who can maintain their production with fewer men.

The exact boundaries of these areas will be fixed by the regional directors of the WMC in the various localities. Regional and area directors are authorized to consider a minimum work week of less than 48 hours when a full 48-hour week would neither increase production, release workers for other employment, nor otherwise further the war effort.

(TURN TO PAGE 208, PLEASE)

The Pennsylvania Rubber Co. announced the appointment of C. E. "Clem" Hannum as Assistant Sales Manager. He was previously associated with Cities Service Oil Co. (Del.) at Tulsa and Chicago for the past 14 years

The RING FOR These Times

"You fellows who must make that 'keep 'em rolling' sign stick . . . it's certainly plain as a piston that now isn't the time for makeshift methods or patchwork parts.

"Wausau Rings have been in the thick of this fight from the start — as standard equipment on many military units and in other motors that do vital commercial war work.

"And Wausau Oil-Savrs are doing an equally fine job as replacement rings — *because* they're simple to install (no iron spacers to break) — and *because* motors start easily (no crank-tugging, no towing) — *because* they produce plus power with economical oil regulation — *because* they keep motors running economically an amazingly long time . . . for there's no tricky tension, no harsh pressure, no carbon clogging, no dangerous drag . . . It's time you asked your jobber for the ring for these times!"

WAUSAU MOTOR PARTS COMPANY
2400 HARRISON STREET WAUSAU, WISCONSIN

Speakers at the "Keep 'Em Rolling" rally in Philadelphia were S. F. Niness, president of PMTA, Joseph B. Eastman, Edward Crumbock and Ted V. Rodgers. See article at right

CCJ NEWSCAST

(CONTINUED FROM PAGE 206)

Labor Should "Clean House" Advises Eastman at PMTA Rally

Speaking at a "Keep 'Em Rolling" rally in Philadelphia, attended by 1500 truck operators, drivers, helpers, mechanics, union and government transportation officials, John B. Eastman, Director, Office of Defense Transportation said that he detected signs of public reaction against labor unions.

"There is no better breeding time for such reactions than wartime," he added. "Practices which the public will overlook in normal times, it will not overlook in days of war.

"People will resent it bitterly if they come to the opinion that the unions are placing their own special welfare ahead of their country's welfare."

Mr. Eastman advised that labor's "housecleaning" should be done by labor itself.

Other speakers were Ted V. Rodgers, president, American Trucking Association. He urged truck operators and drivers to impress on draft boards the importance of keeping men engaged in the transportation industry in their jobs in the interest of moving essential war goods without delays.

Edward Crumbock, national vice-president of the International Brotherhood of Teamsters and secretary-treasurer of Local 107, urged greater efforts to conserve tires and gas.

The meeting was sponsored by the Philadelphia Chapter, Pennsylvania Motor Truck Assn. and Joint Council 53 of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, AFL.

Arrow Doubles Plant Space

Unable to keep up with the mounting demand for auxiliary lighting equipment, Arrow Safety Device Co., has found it necessary to expand beyond its present facilities in Medford, N. J. The new plant will be in Mt. Holly, N. J., which is out of the congested war production centers.

The unprecedented demand for the turn-signals, stop lights, parking lights, sealed beam headlamps and other auxiliary lighting products for cars, trucks and buses is partly due to high priority orders for equipping Army and Navy vehicles, but much of it also emanates from normal trade channels.

Art Graham Rejoins Grizzly

To enable him to rejoin Grizzly Mfg. Co. in his former capacity of service engineer, Art Graham has just received his honorable discharge from the U. S. Army. He served in the armed forces about one year. His release permits him now to resume, throughout his old West Coast territory, the important work of helping to keep vital automotive transportation rolling.

(TURN TO PAGE 256, PLEASE)

Trucks... LIKE COMMANDOS GOTTA KEEP *"In Condition"*

• Those Allied invaders must "give it and take it" in rough and tumble hand-to-hand fighting. They *can* because they get no end of rigid, specialized conditioning. And if your trucks are to take a hand in winning this war—by staying in service—they must be "In Condition," too.

So, set up a more rigid schedule and a more thorough procedure of conditioning to make your trucks last. Make full use of the service equipment you have. Put your DeVilbiss Spray-Painting Equipment on a regular work shift—to stop destructive rust attacks on body and chassis parts—to keep your trucks *looking* fit.

And remember, your equipment has to last a long time, too—so take care of it. Find out what you can do to keep its performance up to par. Your DeVilbiss distributor will gladly show you—at no cost.

THE DEVILBISS COMPANY • TOLEDO, OHIO

Canadian Plant: WINDSOR, ONTARIO

ARMY E NAVY

PROUD to have won the coveted Army-Navy "E" for excellence in war production, the men and women of DeVilbiss pledge to continue giving their all-out best—for Victory.

DEVILBISS

SPRAY SYSTEMS

SPRAY EQUIPMENT • EXHAUST SYSTEMS • AIR COMPRESSORS • HOSE AND CONNECTIONS

WASHINGTON RUNAROUND

(CONTINUED FROM PAGE 102)

takes on new significance. It is not likely that ODT will get all the money it has asked for—and the amount it has asked made no provision for handling used-truck rationing. It well may be that ODT will be compelled to revise its setup July 1, the beginning of the new budget year.

100,000 Idle Trucks

Another reason why ODT decided to steer clear of used trucks might be its discovery that there are around 100,000 idle trucks in the United States. This condition was uncovered by the idle equipment reports. It is admitted that many of these vehicles are in the light truck class but it is also known that a considerable number of them are in the 1½-ton and up class, in which ODT has a fatherly interest.

Tank Truck Freeze

One freeze, however, that is definitely in the offing is a freeze of tank trucks used in the dairy industry. More lucrative business in other industries needing tank trucks has caused migration from the dairy field and dairy interests are fearful that a serious situation may develop. The form of the "freeze" is under discussion. WPB is said to favor requisitioning of the tank trucks.

WPB Poops on Pool

How many trucks are left in the new truck rationing pool? The automotive division of WPB issued a publicity release saying that as of March 10, 1943, "we have exactly 57,573 commercial vehicles left in our reserve." This figure, said WPB, "includes light, medium and heavy trucks, trailers and third axle attachments." The statement was no sooner out than WPB had its ears pinned back by automotive interests that have kept tabs on rationing statistics. These interests confronted WPB with its own statistics, which showed that there were 82,525 trucks in the reserve pool. In addition, it was asserted, that there were 6000 trailers and several hundred third axle units in the reserve. The question arises, was WPB trying to create a false impression or did some one make an honest mistake in simple arithmetic? One explanation is that WPB had the right figures all the time but worded its public statement improperly. The statement should have made it clear that WPB was talking only about the reserve available to civilian users. The vehicles not counted in the 57,573 vehicles are understood to be earmarked for government agencies.

Bureaucratic Overlap

The more one hears about the overlapping of Federal departments, bureaus and agencies in transportation matters the more one wonders about the official status of the Office of Defense Transportation. Last month we reported that a study by ODT showed 26 other Federal agencies overlap ODT in transportation matters. Since then we have been informed by hearsay that a study made by another body showed that 60 agencies were concerned in transportation affairs. Whether 26 or 60 the duplication of effort in Fed-

(TURN TO PAGE 212, PLEASE)

WASHINGTON RUNAROUND

(CONTINUED FROM PAGE 210)

eral circles must be tremendous at a time like the present when transportation presents a multiplicity of problems and becomes a matter of widespread concern. And the duplication will doubtless continue until some one with the broad and definite powers of Economic Stabilizer Byrnes puts a stop to it. It is understood that ODT has brought the overlapping to official attention. A civilian move is now afoot to protest the overlapping as causing too much duplication of paper work by business which, as always, bears the brunt of bureaucratic inefficiency.

Potential Battle Royal

A report that must have disturbed the ODT hierarchy into three-alarm activity was current in the capital and was to the effect that the Department of Agriculture was initiating steps to take jurisdiction over all transportation—rail, truck and water—used in the movement of agricultural products. There were those who hoped that the report was not without foundation as it might serve as the precipitant to clarify ODT's peculiar position among the Administration's alphabetical galaxy.

Manhandling Manpower

The Number 1 problem among truck operators is manpower. The efforts of the War Manpower Commission, the U. S. Employment Service and the Selective Service Administration have alternately raised and dashed the hopes of operators so that now every official pronouncement is greeted with skepticism. To cap the confused situation is the attitude of local draft boards which are a law unto themselves and ignore directives and instructions as if they had never been issued. Manpower Manhandler McNutt muddied the waters with his fine Hoosier hand around the first day of Spring when he contradicted a previous War Manpower Commission statement which had placed all truck drivers and mechanics in the list of essential activities. McNutt tossed everything into turmoil when he said that the driving or repair of a truck not related to the war effort is not an essential activity. If that instruction stands the deferment of each driver and mechanic becomes a separate problem for the employer and the task that confronts him can be imagined.

Wooing Wrench-Wenches

The efforts to solve the manpower shortage with women are well-intentioned but they seem to ignore practical considerations. Telling truck operators that women can do the jobs of men and urging that they be hired and trained does not begin to solve the problem. The operator who trains them has no assurance that they will remain after they have been trained. In fact, there is overwhelming evidence that automotive shops, so far as wrench-wenches are concerned, are but stepping stones in the direction of more lucrative warplant jobs in surroundings that are undoubtedly more attractive. Not until this phase of the problem is solved will operators woo the women with any degree of platonic passion.